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Agenda - Final

Wednesday, February 17, 2021

3:00 PM

To give written or live public comment, please see the top of page 4

Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair
Ara Najarian, Vice Chair
Mike Bonin
Janice Hahn
Hilda Solis
Tony Tavares, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES
(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
d. Any other unlawful interference with the due and orderly course of said meeting.

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Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at www.metro.net or on CD's and as MP3's for a nominal charge.

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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than $250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars ($10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

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Live Public Comment Instructions:

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The Committee Meeting begins at 3:00 PM Pacific Time on February 17, 2021; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
English Access Code: 8231160#
Spanish Access Code: 4544724#

To give public comment on an item, enter #2 (pound two) when that item is taken up by the Board. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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La Reunion de la Junta comienza a las 3:00 PM, hora del Pacifico, el 17 de Febrero de 2021. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-251-2949 y ingrese el codigo
Codigo de acceso en ingles: 8231160#
Codigo de acceso en espanol: 4544724#

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Written Public Comment Instructions:

Written public comments must be received 5PM the day before the meeting.
Email: goinsc@metro.net
Post Office Mail:
Board Secretary's Office
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item: 11.

Consent Calendar items are approved by one vote unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

11. SUBJECT: FREEWAY SERVICE PATROL 2020-0873

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a five (5) year agreement for **FY21, FY22, FY23, FY24 & FY25 with the California Highway Patrol (CHP) to provide services in support of the Metro Freeway Service Patrol (FSP) program**, in the aggregate amount of $3,738,310.10.

NON-CONSENT

12. SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS REPORT 2020-0738

RECOMMENDATION

RECEIVE AND FILE monthly report on the Major Capital Projects in the environmental planning phase by the Chief Planning Officer.

Attachments: Attachment A - Countywide Planning Monthly Major Project Updates

13. SUBJECT: 1ST & SOTO JOINT DEVELOPMENT 2020-0767

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer ("CEO") to execute a Joint Development Agreement ("JDA"), ground lease and other development-related documents (collectively, the "Development Documents") with a joint venture between Bridge Housing Corporation - Southern California and East LA Community Corporation (collectively, the "Developer") or an affiliate of the Developer, for the construction and operation of a mixed-use affordable housing project (the "Project") on a portion of the Metro-owned property at and adjacent to the Metro L Line (Gold) Soto station in Boyle Heights (the "Site"), all in accordance with the

Summary of Key Terms and Conditions ("Term Sheet") attached hereto as Attachment A;

B. AUTHORIZING an exception to the Joint Development Policy, to allow for a $3,117,000 (approximately 72%) discount to the $4,317,000 fair market capitalized rent for the Site under the ground lease, which is above the current policy limit of 30%;

C. CONSIDERING, pursuant to Public Resources Code Section 21155.2, the environmental effects of the Project as shown in the Sustainable Communities Environmental Assessment prepared for the Project (City of Los Angeles, Department of City Planning, Case No. ENV-2019-2314 -SCEA) attached hereto as Attachment B;

D. ADOPTING the additional measures regarding archaeological and paleontological resources set forth on Attachment C;

E. FINDING that the Project is a transit-priority project that meets all the requirements of Public Resources Code Section 21155.1(a), (b) and (c)(1) and is declared to be a sustainable communities project that is exempt from the California Environmental Quality Act ("CEQA"); and

F. AUTHORIZING Metro staff to file with the County Clerk and the State Clearinghouse a Notice of Exemption for the Project consistent with Recommendation E.

Attachments: Attachment A - Summary of Key Terms and Conditions
Attachment B - Sustainable Communities Environmental Assessment
Attachment C - Additional Measures Regarding Archaeological and Paleontolog
Attachment D - Site Plan and Renderings
Presentation

14. SUBJECT: 1ST & LORENA JOINT DEVELOPMENT 2020-0834

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer ("CEO") to execute a Joint Development Agreement ("JDA"), ground lease and other development-related documents (collectively, the "Development Documents") with A Community of Friends (the "Developer") or an affiliate of the Developer, for the construction and operation of a 49-unit affordable housing project with up to 7,500 square feet of ground floor commercial space (the "Project") on a portion of Metro-owned property at the northeast corner of 1st and Lorena Streets in Boyle Heights (the "Site"), all in

accordance with the Summary of Key Terms and Conditions ("Term Sheet") attached hereto as Attachment A;

B. AUTHORIZING an exception to the Joint Development Policy, to allow for a $711,963 (approximately 57%) discount to the $1,254,963 adjusted fair market capitalized rent for the Site under the ground lease, which is above the current policy limit of 30%;

C. CONSIDERING the environmental effects of the Project as shown in the Mitigated Negative Declaration prepared for the Project by the City of Los Angeles (City of Los Angeles, Department of City Planning No. ENV-2014-2392-MND) that was originally adopted by the Director of Planning on March 2, 2016 (attached hereto as Attachment B), and was subsequently amended by the City Council on March 6, 2018 to include the "Substitute Environmental Mitigation Measures" set forth in the revised Exhibit A to the Department of City Planning's Letter of Determination for the Project attached hereto as Attachment C;

D. ADOPTING the additional measures regarding archaeological and paleontological resources set forth on Attachment D; and

E. AUTHORIZING Metro staff to file with the County Clerk and the State Clearinghouse a Notice of Determination for the Project consistent with Recommendations C and D.

Attachments: Attachment A - Summary of Key Terms and Conditions
Attachment B - Mitigated Negative Declaration
Attachment C - Substitute Environmental Mitigation Measures
Attachment D - Additional Measures Regarding Archaeological and Paleontolog
Attachment E - Site Plan and Renderings
Presentation

15. SUBJECT: EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR: SUPPLEMENTAL STUDY OF THE SAN FERNANDO SHARED RAILROAD RIGHT-OF-WAY IN SYLMAR, PACOIMA AND THE CITY OF SAN FERNANDO 2020-0861

RECOMMENDATION

RECEIVE AND FILE the response to Board Motion 10.1 (Attachment A, Legistar File 2020-0024 Najarian, Kuehl) on the December 2020 Board report for the East San Fernando Valley Transit Corridor (ESFVTC) Final Environmental Impact Report (Legistar File 2020-0780). The Final EIS/EIR is available on the Project website at: www.metro.net/projects/east-sfv <http://www.metro.net/projects/east-sfv>.

Attachments: Attachment A - Board Motion 2020-0780 (Najarian/Kuehl)

Attachment B - FEIR Comment Letters from City of San Fernando and SCRRA

16. SUBJECT: METRO G LINE (ORANGE) SEPULVEDA STATION FIRST / LAST MILE PLAN AND BUS RAPID TRANSIT IMPROVEMENTS 2020-0851

RECOMMENDATION

CONSIDER:

A. ADOPTING the G Line (Orange) Sepulveda Station First/Last Mile Plan (Attachment A);

B. AUTHORIZING the Chief Executive Officer (CEO) to modify the scope of work for the Metro G Line (Orange) Bus Rapid Transit Improvements project (Project) to include bikeway improvements in lieu of the grade-separated bicycle/pedestrian overcrossing bridge at Van Nuys and crossing improvements for the existing bikeway in lieu of the grade-separated bicycle/pedestrian overcrossing bridge at Sepulveda; and

C. AUTHORIZING the CEO or his designee to negotiate a grant agreement scope change with the California Transportation Commission (CTC) to ensure state grant funding for the Project is maintained.

Attachments: Attachment A - G Line Sepulveda Station FLM Plan

Attachment B - Metro G Line (Orange) BRT Improvements Project Map

Attachment C - G Line Preferred Alternative

Presentation

17. SUBJECT: I-10 EXPRESSLANES EXTENSION PROJECT APPROVAL/ENVIRONMENTAL DOCUMENT, CONCEPT OF OPERATIONS, COOPERATIVE AGREEMENT, AND ADVANCED DESIGN CONTRACT AWARD 2020-0792

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a 33-month, firm fixed price Contract No. AE65145000 to Parsons Transportation Group, Inc. in the amount of $23,904,353 for Architectural and Engineering services to produce the I-10 ExpressLanes Project Report, engineering studies, select environmental studies, the Concept of Operations report and advanced design development, subject to resolution of protest(s), if any;

B. EXECUTE a Cooperative Agreement with the California Department of Transportation (Caltrans) to prepare the I-10 ExpressLanes Extension Environmental Document in an amount not to exceed $4,600,000.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary

SUBJECT: GENERAL PUBLIC COMMENT 2021-0018

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2020-0738, **File Type:** Oral Report / Presentation **Agenda Number:** 12.

PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2021

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE monthly report on the Major Capital Projects in the environmental planning phase by the Chief Planning Officer.

DISCUSSION

- **East San Fernando Valley LRT**

  On December 3, 2020 the Board approved the certification of the Final EIR for the East San Fernando Valley project. This concluded the CEQA environmental clearance of the project. On January 29, 2021 the Federal Transit Administration signed the Record of Decision which concluded the NEPA environmental clearance for the project. The project is now eligible for both state and federal grant funding and early development activities such as utility relocation and right-of-way acquisition can begin.

  The Program Management Department is continuing with the development of preliminary engineering design and coordination with third parties for needed permits and approvals.

  Staff is also working on the scope of work and schedule for a Shared Right-of-Way Study that was directed by the Board at the December meeting and is returning this month with a report on next steps for that study.

- **West Santa Ana Branch Corridor**

  The West Santa Ana Branch project continues to work on environmental documents addressing the first round of Federal Transit Administration comments on the Administrative Draft submitted in late November 2020. Staff continues to coordinate with various third parties as necessary including Union Pacific Railroad, cities, Caltrans, U.S. Army Corps of Engineers and various utility providers.

  Staff is working on developing the community engagement strategy before releasing the Draft Environmental document. The project will be seeking Board approval to execute Master

Cooperative Agreements (MCAs) with the cities of Bell, Downey and Paramount at the Planning & Programming Committee meeting this month.

- **Green Line to Torrance LRT Extension**

The EIR scoping period is proceeding for a 45-day review period which started on January 29 and will be extending through March 14 with virtual scoping meetings scheduled on February 24 and 27, 2021.

In advance of the scoping period, during the past month a series of stakeholder meetings have been held to refresh the community on the project. The team has met with all the stakeholders in the study area which include:

- South Bay Metro Service Council (January 8),
- South Bay COG Transportation Committee (January 11)
- Redondo Beach Unified School District (January 12)
- South Bay Bicycle Coalition (January 13)
- North Torrance Neighborhood Association (January 14)
- Torrance Chamber of Commerce (January 14)
- Redondo Beach Rotary Club (January 20)
- Redondo Beach Chamber Government Relations Council (January 26)
- South Bay Galleria (January 26)

The stakeholders were very interested in the initiation of the environmental process and participating in the scoping process for the project. They shared concerns pertaining to quality of life, transportation, and station access that they want addressed in the environmental document. In general, the stakeholders want to participate in the environmental process and provide input to identify ways to address concerns.

Additionally, the team is having on-going meetings with other stakeholders including

- Caltrans (January 8). Several meetings have been held with Caltrans. On January 8, there was a follow-up meeting based on their initial feedback on the conceptual alignments. The team shared revisions to the proposed alignment for the Hawthorne Blvd. alternative reflecting their guidance to avoid a longitudinal encroachment on their right-of-way (ROW).
- BNSF Railroad (January 22). Several meetings have been held with Burlington Northern Santa Fe Railroad. On January 22, BNSF shared their informal comments on the schematic alignments provided to them in December. BNSF will provide additional comments on the concepts and share how they would like to ideally revise the shared ROW so that both facilities can operate safely. A follow-up meeting is pending for the end of February/early March for further discussion.
- City of Torrance (January 26). The project team had a follow-up meeting to discuss station integration to facilitate access to the neighborhoods and their Torrance Transit Center that is under construction.

Stakeholders meetings with the following were scheduled:

- South Bay Association of Chambers of Commerce (February 2)
- Torrance Transportation Committee (February 2)
- North Redondo Business Association (February 11)

- **Eastside Corridor LRT Extension**

Since the January Planning & Programming Committee meeting, staff has met with the following corridor cities to solicit their input on the Draft Advanced Conceptual Engineering in their respective jurisdictions:

- City of Whitter (November 18)
- City of Pico Rivera (December 15)
- City of Santa Fe Springs (December 21)
- City of Commerce (January 20)
- City of Montebello (February 11)

Subsequent meetings were held per the cities' requests to either provide an overview of the Draft Advanced Conceptual Engineering to elected officials or discuss specific project elements within the city's respective jurisdictions. The project team met with the City of Whittier City Council Ad-hoc on January 7. On January 19, the project team met with the City of Pico Rivera to discuss a city-led Rio Hondo Bridge Improvement project to coordinate design efforts. A project update was provided to the Washington Coalition on February 4.

These meetings were generally attended by city managers, assistant city managers, department directors, and appropriate city staff. Overall, there is general support for the project. Cities have provided preliminary input on the status of any city right-of-way improvements and/or abutting development projects.

Formal comments on the Draft Advanced Conceptual Engineering were submitted by the cities of Whittier, Pico Rivera, and Santa Fe Springs. Comments from the cities of Commerce and Montebello are forthcoming in late February. The Tunnel Advisory Panel also concluded their review of the Draft Advanced Conceptual Engineering and geotechnical studies.

Contract Modifications for the environmental and engineering consultants are nearing completion with an anticipated execution date in February. Meanwhile, the project continues to advance under the existing contracts.

- **Sepulveda Transit Corridor**

Metro’s internal review of the private sector pre-development agreement (PDA) proposals has been completed. The multi-departmental proposal review team are bringing the highest ranked proposals back to the Board this month for review.

Over the course of two meetings, the Board is expected to review the recommendations regarding the firms to be awarded a PDA contract from Metro. Staff will present the PDA recommendations to the Board this month and then return to the Board next month for contract award. This will allow the public sufficient time to review the Board report and learn more about the procurement process, including factors supporting the recommendation for award, and provide any comments to Metro or directly to the Metro Board.

The selected PDA project proposals will be advanced into environmental review that will be formally initiated through public scoping meetings. These scoping meetings are expected to take place in fall 2021.

- **NoHo to Pasadena BRT**

The NoHo to Pasadena BRT Draft EIR comment period began on October 26 and concluded on December 28. The comments received are currently being reviewed and are in the process of being summarized. Currently the most challenging issues include community concerns over parking loss along Olive Avenue in Burbank and other comments pertaining to the Eagle Rock section of the project.

In Eagle Rock, most comments favor routing the BRT along Colorado Blvd. rather than on the SR-134 freeway. However, the community has expressed concerns over impacts to the buffered bike lanes, medians, traffic, and parking. Several comments have expressed support for a new BRT concept on Colorado Blvd. referred to as the “Beautiful Boulevard” which was developed by a local community group known as The Eagle Rock Association (TERA). Staff is currently examining this concept and how its key elements compare to the existing alternatives analyzed in the DEIR.

As of January, staff has begun re-engaging with key stakeholders to work through these remaining issues. In Eagle Rock specifically, a stakeholder roundtable is being planned to discuss BRT design concepts on Colorado Blvd. and try to strike a balance between some of the competing priorities expressed by community members. The primary goal of this additional stakeholder outreach is to help inform the next step in the process, which is to develop a recommended Locally Preferred Alternative (LPA). Key details contained in the LPA will include a final project alignment, station locations, and a specific BRT configuration along each segment of the alignment (i.e. center-running, side-running, or curb-running bus lanes). Staff is also planning on conducting an additional community meeting to present and discuss the final LPA prior to presenting it to the Metro Board for approval.

Staff currently intends to return to the Metro Board in April 2021 with two recommendations, including 1) selecting the LPA and 2) approving the Project’s Title VI Service Equity Analysis. If the Board approves both recommendations, staff will begin work on the Final EIR and advance the selected BRT design.

ATTACHMENTS

Attachment A - Countywide Planning Monthly Major Project Updates

Prepared by: Dolores Roybal-Saltarelli, DEO, Countywide Planning & Development, (213) 922-3024
Cory Zelmer, DEO, Countywide Planning & Development, (213) 922-1079
David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

Attachment A

Countywide Planning Monthly Major Project Updates

February 2021 Monthly Update

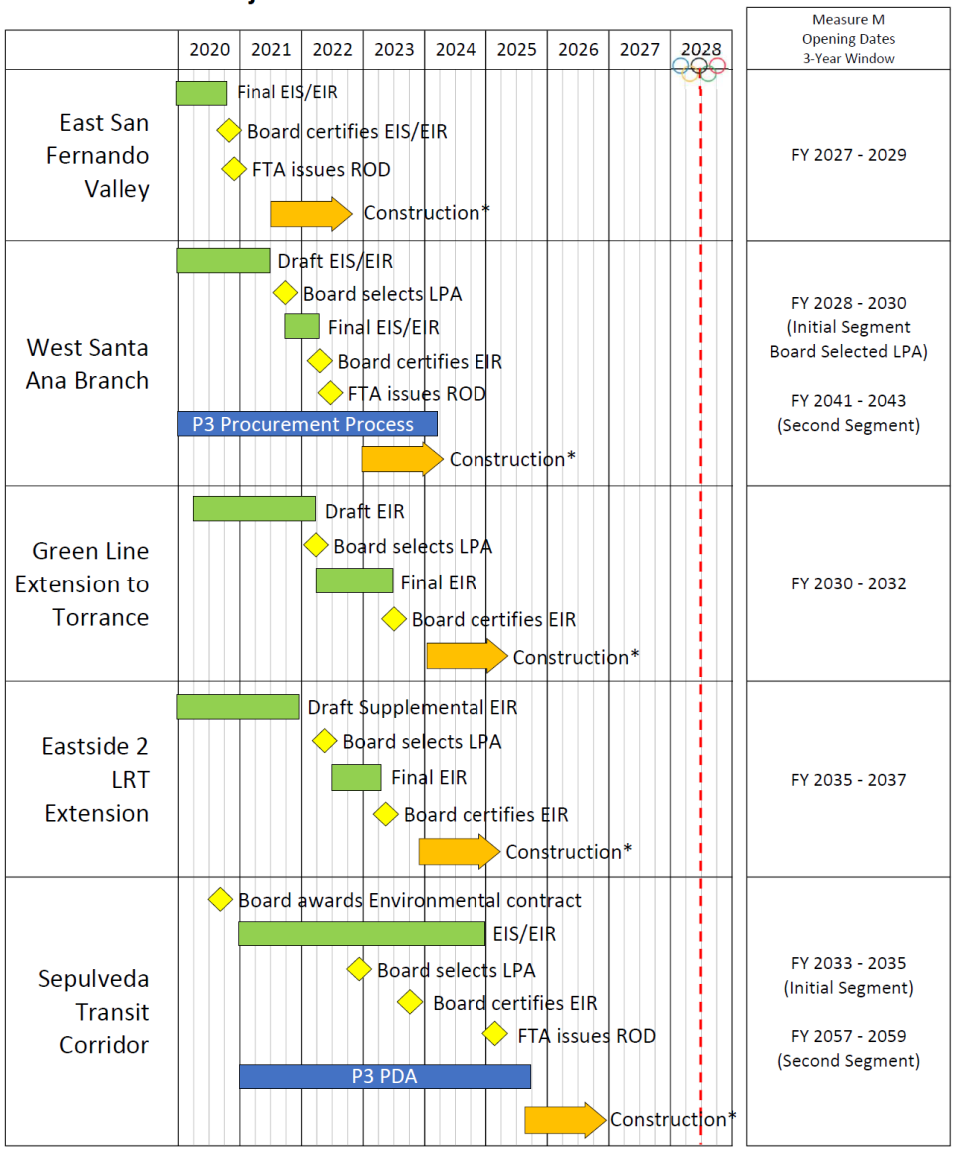
> Monthly Status of Major Projects

- East San Fernando Valley LRT
- West Santa Ana Branch
- Green Line to Torrance
- Eastside 2 LRT Extension
- Sepulveda Transit Corridor
- NoHo to Pasadena BRT

> Capital Investment Grants (CIG) Priorities Assessment Process

Metro

ESFV + Pillar Projects Measure M Baseline Schedules



* Construction is inclusive of advanced utility relocation and right-of-way
Schedules are subject to change based on funding and environmental review

East San Fernando Valley LRT

> Status

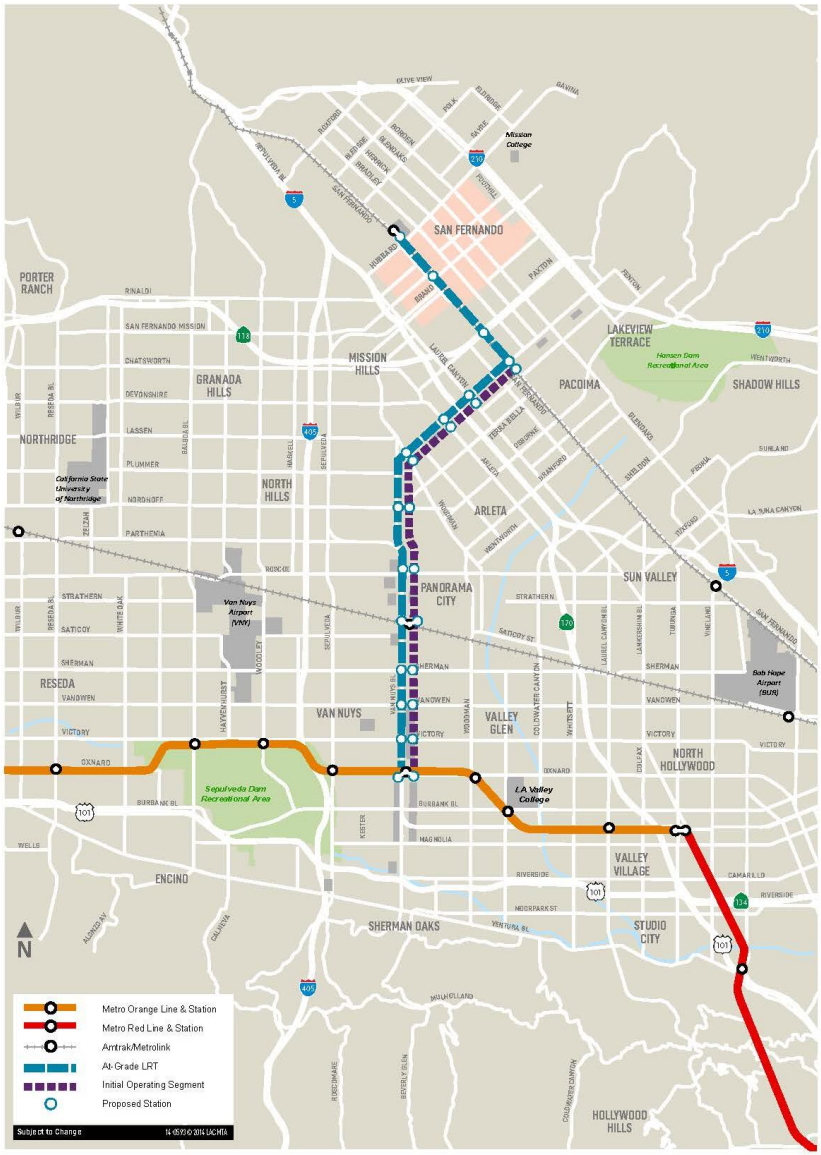
- Metro Board certification of CEQA Final EIR on December 3, 2020
- Record of Decision for federal NEPA environmental clearance signed by FTA on January 29, 2021.

> Key Activities

- Supplemental Study of San Fernando Road Shared Railroad ROW coordination ongoing with City of San Fernando and SCRRA.

> Next Actions

- February 2021 Board review of Scope and Schedule for Supplemental ROW Study



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West Santa Ana Branch Transit Corridor

> Status

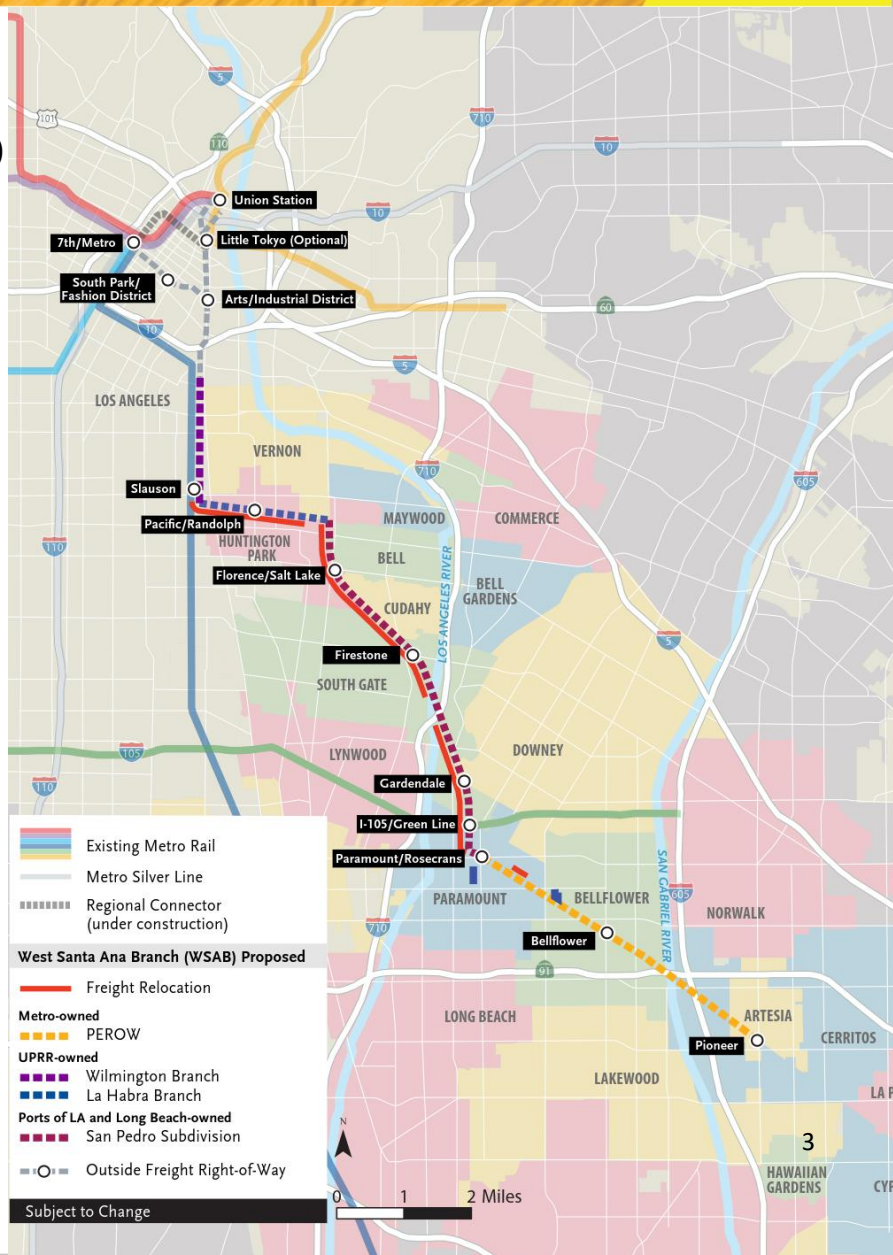
- Draft EIS/R
  - Admin Draft for FTA Review: Nov 20, 2020
  - Anticipated Draft Release: June 2021
  - Anticipated LPA Selection: Sept 2021

> Key Activities

- Board approval of the City Council approved MCAs: cities of Bell, Paramount and Downey
- Received first round of FTA, Metro and Legal comments on Admin Draft

> Next Actions

- Address first round of comments
- Present updated project cost estimates in March
- Develop community engagement strategy before release of Draft



Green Line Extension to Torrance

> Status

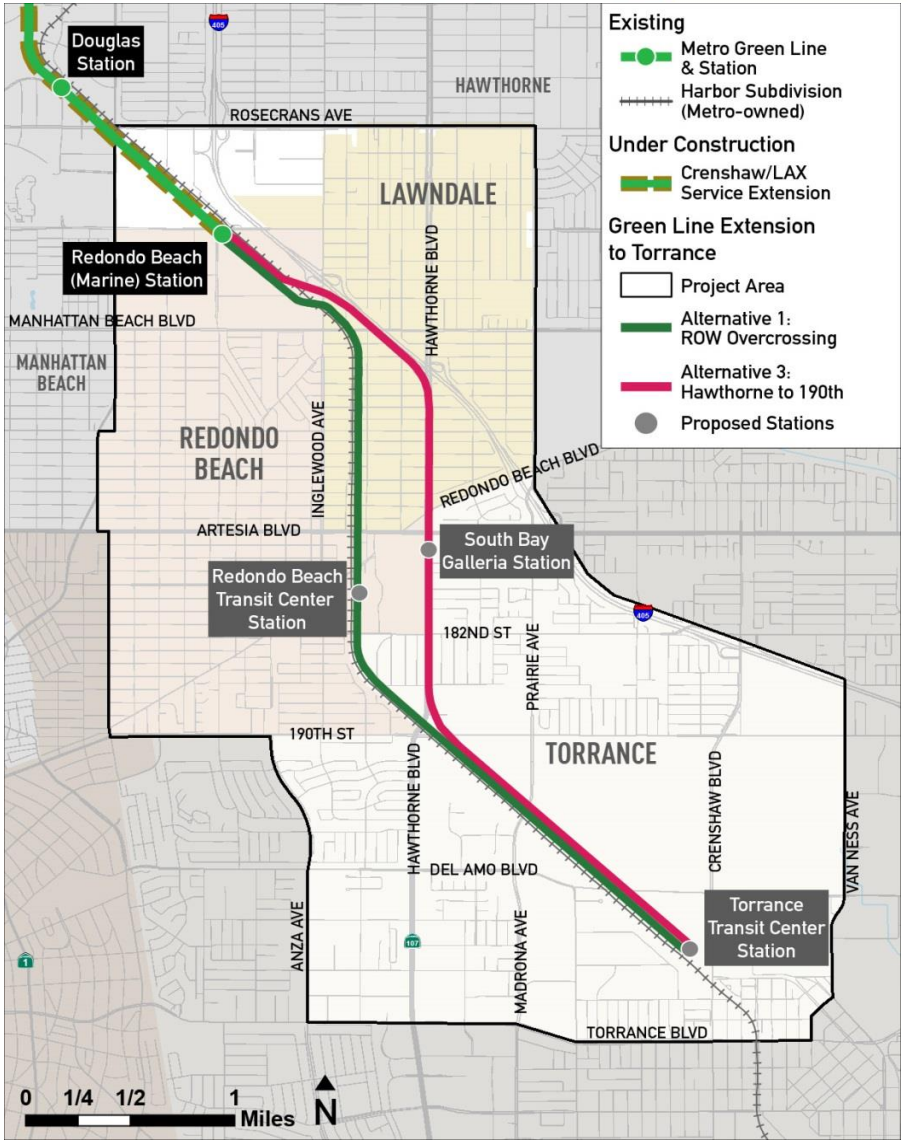
- Draft EIR + Advanced Conceptual Engineering tasks are proceeding (15% design)

> Key Activities

- Coordination with BNSF on shared track segments
- Engineering analysis of Hawthorne versus ROW technical issues
- Environmental background documentation
- Environmental Scoping Comment Period scheduled for January 29 – March 15
- Separate Board Staff Briefing on February 12

> Next Actions

- Targeted Outreach to Stakeholders in January through February
  - City staff
  - South Bay COG
  - Neighborhood associations
  - Other stakeholders
- Preparation for Virtual Scoping Meetings on February 24 and 27



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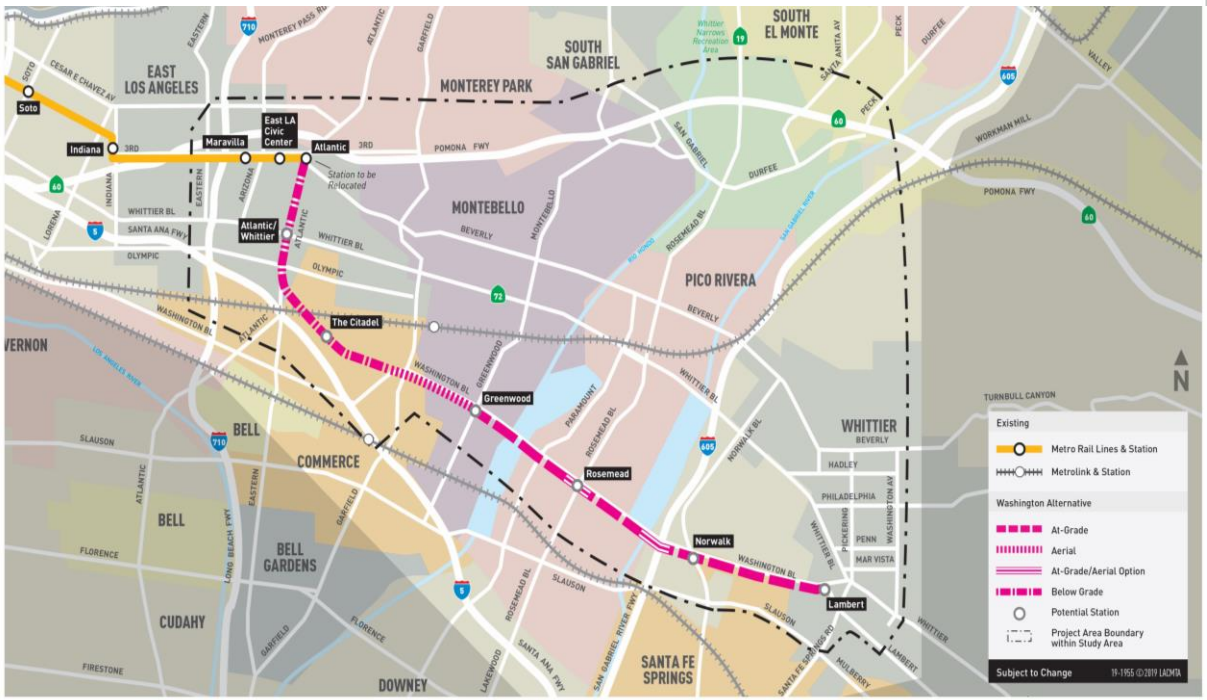
Eastside Transit Corridor Phase 2

> Status

- Systems Engineering and Advanced Conceptual Engineering (ACE) are in progress

> Key Activities

- Project team completed reviews of the Draft ACE with the following corridor cities:
  - City of Whitter (November 18)
  - City of Pico Rivera (December 15)
  - City of Santa Fe Springs (December 21)
  - City of Commerce (January 20)
  - City of Montebello (February 11)
- Washington Coalition project update (February 4)
- Separate Board Staff briefing on February 5
- Tunnel Advisory Panel completed review of Draft ACE



> Next Actions

- Anticipated NTP for environmental and engineering design in February
- Outreach consultant team developing Community Based Organization approach

Metro

Sepulveda Transit Corridor

> Status

- Environmental contract authorized at August 2020 Board Meeting
- Public outreach contract authorized at December 2020 Board Meeting

> Key Activities

- Internal review of private sector pre-development agreement (PDA) proposals is now complete

> Next Actions

- Recommended PDA contract(s) are being presented to Board for review this month (February 2021).
- Award of recommended PDA proposals anticipated in March 2021.
- Selected PDA project proposals will be advanced into environmental review



Metro

NoHo to Pasadena BRT



> **Status**
  - Draft EIR Public Review Period recently ended (October 26 – December 28, 2020).

> **Key Activities**
  - Review and Summary of Public Comments/Responses Underway (nearly 500 comments received)

> **Next Actions**
  - April 2021
    - Metro Board approves Locally Preferred Alternative
    - Staff response to December Board motion on optional left-side boarding vehicles

Metro

Metro's New Starts Grants Strategy Development Schedule

Board Staff Workshops

- December 14, 2020 – Workshop #1
- February 4, 2021 – Workshop #2
- March 3, 2021 – Workshop #3

Metro Board Action – April 2021

- New Starts priorities and strategies – Capital Investment Grants (CIG) & Early Project Delivery (EPD)
- FTA engagement and legislative strategy

Metro

Board Staff Workshop Agendas

December 14, 2020 – Workshop #1

- Overview of CIG & EPD programs and opportunities
  - New Starts, Small Starts & Core Capacity
- New Starts grant process and evaluation criteria (including CIG ratings)
- Metro's New Starts experience

February 4, 2021 – Workshop #2

- New Starts priorities assessment – evaluation & project specific assumptions
- FAST Act reauthorization process and potential federal grant opportunities

March 3, 2021 – Workshop #3

- CIG priorities assessment – results
- Funding opportunities from potential federal/state programs
- FTA engagement and legislative strategy

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2020-0767, **File Type:** Agreement **Agenda Number:** 13.

PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2021

SUBJECT: 1ST & SOTO JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer ("CEO") to execute a Joint Development Agreement ("JDA"), ground lease and other development-related documents (collectively, the "Development Documents") with a joint venture between Bridge Housing Corporation - Southern California and East LA Community Corporation (collectively, the "Developer") or an affiliate of the Developer, for the construction and operation of a mixed-use affordable housing project (the "Project") on a portion of the Metro-owned property at and adjacent to the Metro L Line (Gold) Soto station in Boyle Heights (the "Site"), all in accordance with the Summary of Key Terms and Conditions ("Term Sheet") attached hereto as Attachment A;

B. AUTHORIZING an exception to the Joint Development Policy, to allow for a $3,117,000 (approximately 72%) discount to the $4,317,000 fair market capitalized rent for the Site under the ground lease, which is above the current policy limit of 30%;

C. CONSIDERING, pursuant to Public Resources Code Section 21155.2, the environmental effects of the Project as shown in the Sustainable Communities Environmental Assessment prepared for the Project (City of Los Angeles, Department of City Planning, Case No. ENV-2019-2314-SCEA) attached hereto as Attachment B;

D. ADOPTING the additional measures regarding archaeological and paleontological resources set forth on Attachment C;

E. FINDING that the Project is a transit-priority project that meets all the requirements of Public Resources Code Section 21155.1(a), (b) and (c)(1) and is declared to be a sustainable communities project that is exempt from the California Environmental Quality Act ("CEQA"); and

F. AUTHORIZING Metro staff to file with the County Clerk and the State Clearinghouse a Notice of Exemption for the Project consistent with Recommendation E.

ISSUE

Metro and the Developer are parties to an Exclusive Negotiation Agreement and Planning Document (the "ENA") for (a) the development of the Project on the Site and (b) the restoration of a Victorian home on Metro-owned property situated across from the Site on Soto Street. In December 2020, the Board authorized the execution of an amendment to the ENA to extend its term through December 30, 2021. The ENA has allowed staff and the Developer to explore the feasibility of the Project, conduct Developer-led community outreach, obtain Project entitlements and CEQA clearance from the City of Los Angeles, and negotiate the key terms and conditions of the Project's JDA and ground lease.

The Project is now poised to move to the next steps of the development process: (1) execution of the JDA; and (2) execution of the ground lease (and other Development Documents, such as Project-related dedications and entitlement and funding-related covenants) after conditions for execution have been met to the Developer's and staff's satisfaction. Staff is seeking authorization to execute these documents in accordance with the Term Sheet (Attachment A).

DISCUSSION

Site and Project Overview

The Site is an approximately 0.67-acre portion of the approximately 1.08 acres of Metro-owned property situated on the southwest corner of 1st and Soto Streets. The Site lies just south of the Metro L Line (Gold) Soto station and includes a portion of the existing station plaza and landscaping.

The Project will frame the station plaza to the south, forming its southerly edge, and will include 61 to 63 affordable apartments (final unit count will depend on the ultimate cost of and funding for the Project), one unrestricted manager's apartment, approximately 2,440 square feet of ground floor commercial space, a community room that opens onto the station plaza, and related parking. The Developer will target community serving uses and/or local small businesses for the Project's commercial space. Project entitlements and CEQA clearance were obtained from the City of Los Angeles in June 2020 and the design of the Project is approximately 75% complete. Project renderings and a site plan are included in Attachment D.

Much of the Project's needed funding and financial support has been secured, including a $10 million award of State Transit-Oriented Development ("TOD") Housing Program funds that was received in December 2020. However, an allocation of 9% low income housing tax credits and an award of Section 8 Project Based Vouchers to support the operation of the Project's twenty permanent supportive housing units is still needed. The Developer plans to apply for tax credits in the State's first funding round in 2021. The application deadline is anticipated in March and the application requires submittal of an executed JDA. As such, approval of the recommended actions is time sensitive. The Project is included in the City of Los Angeles Housing and Community Investment Department's Affordable Housing Managed Pipeline. Inclusion in the pipeline typically ensures a tax credit award, which is anticipated in the second quarter of 2021. Project Based Vouchers will also be applied for in early 2021 and are anticipated in the third quarter of 2021. The Developer has applied for one additional funding source from the Los Angeles County Development Authority and

anticipates a determination regarding an award in the first quarter of 2021.

Affordable Housing

Metro's Joint Development Policy seeks to facilitate construction of affordable housing units on Metro -owned property such that 35% of the total housing units in the Metro Joint Development portfolio are affordable for residents earning 60% or less of Area Median Income ("AMI"). The Project will support this goal as all but one of its apartments (the unrestricted manager's unit) will be restricted to households with earnings at or below this threshold during the initial 57-year term of the ground lease. Specifically, twenty of the Project's apartments (the "PSH Apartments") will be restricted as permanent supportive housing for occupancy by formerly homeless households earning up to 30% of AMI and the remaining 41 to 43 affordable apartments will be restricted for occupancy by households earning between 30% and 60% of AMI. The Project's income restrictions were recently expanded to serve a greater range of households and support Project viability. Notwithstanding the forgoing, the ground lease will provide the Developer with the option to lease any of the Project's twenty PSH Apartments to non-permanent supportive housing households earning up to 60% of AMI if, during the ground lease's 57-year initial term, the Project's proposed Project Based Voucher funding (or a similar operating subsidy) is reduced or lost and during the time of such reduction or loss a PSH Apartment becomes available for lease.

The ground lease will provide the Developer with an option to extend the term an additional 42-years during which all affordable apartments in the Project will be restricted to households earning no more than 80% of AMI. The option period length and increased income restriction limits were reviewed by Metro's financial consultant and were deemed reasonable and are needed for the Developer to secure a tax credit investor and obtain tax credit equity for the Project.

Developer

The Project's Developer is a joint venture between Bridge Housing Corporation - Southern California ("BRIDGE") and East LA Community Corporation ("ELACC"). Each of these entities is a mission-driven, non-profit affordable housing developer with considerable experience developing, financing, constructing and operating mixed-use affordable housing developments such as the Project. BRIDGE was founded in 1983 and since that time has participated in the development of over 18,000 affordable housing units throughout the west coast. BRIDGE currently owns and manages 12,300 affordable apartments at 106 properties. ELACC was established in 1995 and has developed or rehabilitated over 600 units of affordable housing in Los Angeles County, which it now manages. In addition, ELACC is an active leader and advocate for community-driven economic development, financial empowerment and social justice for individuals and families with low and moderate incomes in the communities of Boyle Heights and East Los Angeles.

Restoration of the Victorian Home

The recommended actions do not affect the proposed restoration of the Victorian home currently stored on Metro-owned property located across from the Site on Soto Street. The exploration of this restoration for community-serving uses will continue as a second phase of development under the existing ENA.

Outreach

The Developer has engaged with the community to inform the scope and design of the Project. They conducted a robust outreach effort that has included eight community meetings/workshops, five separate focus group meetings (including meetings with tenants, property owners and small businesses) and meetings with over ten community organizations. In addition, the Developer has engaged with the Boyle Heights Neighborhood Council ("BHNC") three times and their Planning and Land Use Committee ("BHNC PLUC") four times. Staff and the Developer have also engaged with the Metro-established Boyle Heights Joint Development Design Review Advisory Committee ("DRAC") where additional Project-related input was collected. The most recent community engagement occurred in December 2020, when Project updates were provided to the DRAC and the BHNC PLUC.

Key JDA and Ground Lease Provisions

The Term Sheet (Attachment A) provides the summary of key terms and conditions for the JDA and ground lease. The terms of the JDA are focused on the Developer bringing the Project through full financing and construction readiness. The JDA will:

- Provide Metro with a Holding Rent of $2,500/month during the JDA term, which will be applied to the capitalized rent due under the ground lease, once the ground lease is executed;
- Provide Metro with certain design review and approval rights as the Project progresses to completion;
- Recover certain Metro transaction-related and other support costs, including the cost of in-house staff time (except for Transit Oriented Communities department staff time) and fees/costs related to consultants and other third parties (except for in-house and outside legal counsel fees/costs with respect to negotiation and preparation of the JDA, ground lease and other Development Documents); and
- Set forth certain conditions for execution of the ground lease and other Development Documents.

The ground lease will be executed once the conditions for ground lease execution have been met to the Developer's and staff's satisfaction. Key terms of the ground lease are as set forth in the Term Sheet and include:

- An initial term of 57 years, with an option to extend the term an additional 42 years;
- Metro's receipt of a one-time capitalized rent payment of $1,200,000 for the initial 57-year term, to be paid at execution of the ground lease;
- Metro's receipt of additional rent for the 42-year option period in an amount to be agreed upon by the parties at the time, which amount shall be based on an appraisal of the Site's then-current value, as improved, after considering the impact of the ground lease's income and rent restrictions for the Project's affordable apartments during the option period;
- Metro's receipt of 33% of all gross rent paid or credited to the Developer for use of the Project's 2,440 square feet of commercial space;

- Metro's receipt of 33% of all net proceeds received by the Developer for the sale or refinancing of the Project, subject to a necessary and reasonable cap on net sale proceeds to avoid income tax-related issues for the Project; and
- Metro's receipt of a pro-rata share of Developer construction cost savings following the construction of the Project based on the amount that Metro's $3,117,000 capitalized rent discount bears to the sum of all public subsidies provided to the Project, subject to a necessary and reasonable cap to avoid income tax-related issues for the Project.

Proposed Ground Lease Rent Discount

The Metro Joint Development Policy adopted in 2016 allows Metro to discount joint development ground lease rent up to 30% below the fair market rent in order to accommodate affordable housing for households earning up to 60% of AMI.

The proposed $1,200,000 in capitalized rent represents a discount of $3,117,000 (approximately 72%) from the Site's $4,317,000 fair market value, as determined by a recent appraisal. The requested discount exceeds the Joint Development Policy's 30% maximum but is necessary for the Project's financial feasibility. It was arrived at after an analysis of the Project's finances with the support of a financial consultant and an exploration of funding alternatives with the Developer.

The proposed higher discount results from the following factors:

a. A relatively high market value for the Site;
b. Current reduced tax credit valuations resulting in less equity for the Project;
c. Restricted affordable rents for the Project's apartments that cannot be adjusted to absorb the relatively high land cost, increasing construction costs in Los Angeles County and the cost associated with the additional Metro measures regarding archaeological and paleontological resources; and
d. Limited or restricted public subsidies available to support the Project.

Staff worked with the Developer to identify reasonable additional subsidies for the Project but found that (a) the Project was unlikely to obtain an award under some subsidy programs; (b) the Project did not qualify for other subsidy programs, or (c) the subsidy program had not provided clear or reasonable timelines when funding would be available. Metro's financial consultant has verified that the Developer has pursued all reasonable subsidies for the Project and has also indicated that the Project's cost is reasonable. These determinations have led the consultant to conclude that the discounted ground lease rent is justified and needed to make the Project financially viable.

Notwithstanding the forgoing, the Term Sheet (Attachment A) provides for potential additional compensation to Metro as noted in the *Key JDA and Ground Lease Provisions* section above. This additional compensation, plus the $1,200,000 in capitalized rent, is deemed reasonable compensation in the current market for the proposed ground lease given the nature of the Project.

CEQA Actions

The City of Los Angeles, as the lead agency under CEQA, adopted, pursuant to Public Resources

Code Section 21155.2, the Sustainable Communities Environmental Assessment ("SCEA") prepared for the Project and known as City of Los Angeles Department of City Planning Case No. ENV-2019-2314-SCEA. After conducting its own independent analysis, staff is recommending that Metro, as a potentially responsible agency, also consider the environmental effects of the Project as shown in the SCEA (Attachment B) and find that the Project is exempt from CEQA as a sustainable communities project (i.e.; a transit priority project meeting the requirements of Public Resources Code Section 21155.1(a), (b) and (c)(1)). Staff is also recommending that the Board adopt the additional measures regarding archaeological and paleontological resources. These additional measures, which are set forth in Attachment C, address the proper identification and handling of any archaeological and paleontological resources found on the Site during construction. Upon Board approval of the recommended actions, staff will file a Notice of Exemption for the Project with the County Clerk and the State Clearinghouse, which will be consistent with the Project's CEQA exemption and the Board's CEQA-related actions.

EQUITY PLATFORM

Consistent with the Equity Platform pillar "listen and learn," the Project has undergone a robust community engagement process as noted above. In addition, the Project provides an opportunity to "focus and deliver" by adding much needed transit-accessible, affordable housing stock to the community.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety as it merely authorizes the execution of a JDA, ground lease and other Development Documents for the Project. Once the ground lease is executed and construction of the Project commences, staff will oversee construction activities to ensure that they do not adversely impact Metro property, transit operations or the continued safety of staff, contractors and the public.

FINANCIAL IMPACT

Funding for Project-related joint development activities is included in the adopted FY21 budget under Cost Center 2210, Project 401019. Metro costs related to the Project that are not reimbursed by the Developer will be funded from General Funds, which are eligible for bus and rail operating and capital expenses.

Impact to Budget

There is no impact to the adopted FY21 budget, which includes costs associated with negotiation of the JDA, ground lease and other Development Documents, the review of the Project's design and the support of outreach efforts. No new capital investment or operating expenses are anticipated to implement the Project, and revenues from a Developer deposit offset certain staff and Project-related professional service costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action supports the Strategic Plan Goal to “enhance communities and lives through mobility and access to opportunity.” By advancing the Project, which includes delivery of commercial space and critical transit-accessible, affordable housing to the Boyle Heights community, the recommended action will specifically implement Initiative 3.2, which states “Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made.”

ALTERNATIVES CONSIDERED

The Board could choose not to authorize execution of the JDA and ground lease. Staff does not recommend this alternative since proceeding with the Project is the quickest and surest way to bring much needed transit-accessible, affordable housing to the community, which is in alignment with Metro’s Strategic Plan and Equity Platform. The Developer’s longstanding commitment to the Project, including their financial investment to date, provides further reason not to choose this alternative.

NEXT STEPS

Upon approval of the recommended actions, Metro and the Developer will execute the JDA in accordance with the terms and conditions set forth in the Term Sheet (Attachment A). Upon execution of the JDA, staff and the Developer will work to (a) meet the conditions necessary to execute the ground lease to each party’s satisfaction, and (b) complete predevelopment activities for the Project, including securing all financing for the Project, satisfying City of Los Angeles entitlement-related contingencies for building permit issuance, and obtaining a building permit. In addition, design refinements will be finalized, concluding in a Metro-approved set of construction drawings. Developer-led community engagement will continue, with Project updates to the BHNC in the first quarter of 2021 and thereafter to the BHNC, BHNC PLUC and the DRAC, as needed due to substantial Project changes, and prior to Project lease-up to ensure that qualified Boyle Heights residents are ready to apply for this important affordable housing opportunity. Ultimately, the parties anticipate execution of a ground lease in the fourth quarter of 2021 in accordance with the terms and conditions set forth in the Term Sheet (Attachment A). Construction of the Project is expected to commence promptly thereafter and should be completed two years hence.

Staff will also continue to work with the Developer under the ENA to advance the restoration of the Victorian home currently stored on Metro-owned property located across from the Site on Soto Street. This work will include Developer-led engagement with the community, identification of project funding, obtaining project entitlements and CEQA clearance (if needed), and negotiation of key JDA and ground lease terms and conditions.

ATTACHMENTS

Attachment A - Summary of Key Terms and Conditions
Attachment B - Sustainable Communities Environmental Assessment
Attachment C - Additional Measures Regarding Archaeological and Paleontological Resources
Attachment D - Site Plan and Renderings

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Phillip A. Washington
Chief Executive Officer

SUMMARY OF KEY TERMS AND CONDITIONS OF JOINT DEVELOPMENT AGREEMENT AND GROUND LEASE FOR THE LOS LIRIOS JOINT DEVELOPMENT PROJECT AT LACMTA'S 1ST/SOTO STATION

(DATED: JANUARY 31, 2021)

*This Summary of Key Terms and Conditions ("**Term Sheet**") outlines the key terms and conditions of a development transaction by and between the Los Angeles County Metropolitan Transportation Authority ("**LACMTA**") and a joint venture between East LA Community Corporation, a California nonprofit public benefit corporation ("**ELACC**"), and Bridge Housing Corporation – Southern California, a California nonprofit public benefit corporation (collectively with ELACC, the "**Developer**"), and their affiliates and related development entities, with respect to certain LACMTA real property situated on the southwest corner of 1st and Soto Streets, in the community of Boyle Heights, in the City of Los Angeles. The development transaction contemplates, among other things, (a) a proposed Joint Development Agreement ("**JDA**") between LACMTA and Developer, and (b) a proposed ground lease ("**Ground Lease**") between LACMTA and a limited partnership that is an affiliate of Developer and created for the purposes of the development, construction and operation of the Project defined below ("**Ground Lease Tenant**"). The purpose and intent of this Term Sheet is to set forth the general terms and conditions of the development transaction, including the JDA and Ground Lease. Any Section numbers referenced herein shall refer to the corresponding Section numbers in this Term Sheet.*

1. GENERAL DESCRIPTION

1.1 DEVELOPMENT SITE: LACMTA is the fee owner of approximately 47,200 square feet of real property located on the southwest corner of 1st and Soto Streets, in the community of Boyle Heights, in the City of Los Angeles (the "**LACMTA Property**"). The proposed development site (the "**Premises**") is an approximately 29,127-square foot portion of the LACMTA Property, consisting of (1) a portion of an existing landscaped plaza (the "**Soto Station Plaza**") surrounding a portal leading to the Metro L Line's (formerly, the Metro Gold Line's) subterranean Soto station ("**Soto Station**"), and (2) two vacant lots situated southerly thereof. The remaining, approximately 18,073 square foot portion of the LACMTA Property (the "**LACMTA Transit Property**") contains Soto Station, the portal, and most of the Soto Station Plaza, which includes seating, trees, landscaping and at-grade and subsurface subway station improvements. The Premises, the LACMTA Property and the LACMTA Transit Property are depicted on Exhibit 1 attached hereto.

1.2 DEDICATIONS: LACMTA will consider any dedications and grants of LACMTA's real property rights in the LACMTA Property to the City of Los Angeles or other public or quasi-public entities as are reasonably necessary to support the development, construction, and operation of the Project (defined below), subject to such reasonable compensation as is acceptable to LACMTA. Dedications and grants approved by LACMTA shall be referred to herein as "**Dedications**." Developer has informed LACMTA that, as of the date of this Term Sheet:

1. The City of Los Angeles is requiring the following dedications:

    a. a 3-foot-wide dedication for public right-of-way purposes along the full length of the LACMTA Property's frontage along 1st Street;

    b. a 1.75-foot-wide dedication for public right-of-way purposes along the full length of the LACMTA Property's frontage along Soto Street;

    c. a 4-foot-wide dedication for public right-of-way purposes along the full length of the LACMTA Property's frontage along an alley on the west side of the LACMTA Property; and

    d. a dedication at the corner of 1st and Soto Streets at the LACMTA Property's northeast corner consisting of either a 20-foot radius property line return or a 15-foot by 15-foot corner cut.

2. Developer is unaware of any other dedications that will be required for purposes of the Project.

The forgoing dedications are depicted on Exhibit 1. Subject to the approval of the LACMTA Board of Directors (the "**LACMTA Board**"), LACMTA does not take exception to the subject dedication(s); provided that the Developer and LACMTA have entered into the JDA and further provided that such dedications do not negatively affect existing Public Transit Facilities (defined below) that are situated within or near the dedication area.

1.3 PROPOSED PROJECT: The proposed development project (the "**Project**") will include, without limitation: (a) sixty-two (62) to sixty-four (64) rental apartments (all will be income-restricted affordable units except for one (1) of which will be an unrestricted property manager's unit), as is more particularly indicated on the Unit Mix attached hereto as Exhibit 2 (collectively, the "**Affordable Housing**"), (b) approximately 2,440 square feet of commercial space, and (c) fifty (50) parking spaces (thirty-eight (38) for support of the residential

portion of the Project and the remaining twelve (12) for support of the commercial portion of the Project). Developer intends to provide sixty-four (64) apartments in the Project, but this amount may be reduced by elimination of one or both of the Project's two (2) ground floor apartments if such reduction is reasonably necessary for Project feasibility. The total of fifty (50) parking spaces noted above is inclusive of four (4) residential parking spaces and six (6) commercial parking spaces that are in excess of the number of required Project parking spaces pursuant to the Project's entitlements from the City of Los Angeles. The final number of Project parking spaces may be reduced by up to the ten (10) excess parking spaces, if such spaces must reasonably be removed to accommodate a requirement that is imposed by the Department of Building and Safety of the City of Los Angeles as part of its permit approvals for the Project. To the extent commercially reasonable, Developer shall (i) reduce excess commercial parking spaces before reducing excess residential parking spaces and (ii) remove the fewest number of excess parking spaces needed to accommodate any such Department of Building and Safety requirement.

The Project shall comply with the City of Los Angeles' Green Building Code and shall be constructed to the standards of the GreenPoint Rated Program (or the equivalent, as reasonably agreed by LACMTA).

1.4 PHASED DEVELOPMENT: The Project will be constructed in a single phase.

2. GENERAL CONDITIONS

2.1 FEDERAL, STATE AND LOCAL FUNDING SOURCE APPROVAL: Initial investigation by LACMTA indicates that the parcels comprising the LACMTA Property were acquired by LACMTA for purposes of the Metro L Line (formerly the Metro Gold Line), which was constructed using Federal and State funds. Therefore, the construction and operation of the Project, the Ground Lease transaction, the Dedications and other development-related matters contemplated in this Term Sheet are subject to: (a) applicable Federal and State approvals/concurrences; (b) LACMTA confirmation that such actions will not violate any bond funding related requirements or restrictions imposed on LACMTA, the LACMTA Property or the Metro L Line (formerly the Metro Gold Line), and (c) applicable bond trustee and bond holder approval (collectively, the "**Funding Approvals**"). After execution of the JDA, LACMTA shall submit applications for all necessary Funding Approvals to the appropriate approving authorities within seventy-five (75) days, and shall work diligently to obtain the

Funding Approvals, subject to the requirements of funding providers.

2.2 DEVELOPMENT ENTITLEMENTS & OTHER LEGAL REQUIREMENTS: Developer has or will have obtained, prior to any LACMTA Board action with respect to the JDA or the Ground Lease, at its sole cost and expense, all required entitlements for the Project from the City of Los Angeles, as well as the completion of all CEQA Review (defined in the next sentence) related to the Project. "**CEQA Review**" of the Project, shall mean (a) environmental review and clearance of the Project pursuant to CEQA by the City of Los Angeles, as Lead Agency under CEQA, and the adoption of all related approvals/findings/determinations by the Los Angeles City Council, and (b) environmental review and clearance of the Project pursuant to CEQA by LACMTA, as a Responsible Agency under CEQA, and the adoption of all related approvals/findings/determinations by the LACMTA Board. LACMTA shall perform its environmental review of the Project after the City of Los Angeles has completed its review and the Los Angeles City Council has adopted approvals/findings/determinations resulting from that review. Developer and Ground Lease Tenant shall comply with all applicable City of Los Angeles zoning, land use, planning and entitlement-related requirements and other legal requirements related to the development, construction and operation of the Project.

2.3 AS-IS CONDITION: The Premises are being offered to Developer and Ground Lease Tenant for construction and operation of the Project under the Ground Lease in their as-is condition, without any warranty by LACMTA.

2.4 COMPLIANCE WITH LAWS: During the term of the JDA and Ground Lease, Developer and Ground Lease Tenant (as applicable), at their sole expense, shall comply with all applicable federal, state and local laws, ordinances, regulations, rules and orders with respect to their respective rights and responsibilities under the JDA and Ground Lease. Furthermore, Developer shall acknowledge in the JDA that, in LACMTA's performance of its obligations and adherence to the terms and conditions of the JDA, LACMTA is subject to all applicable federal and state laws (including, but not limited to, California Government Code Section 54220 *et seq.* (the "**Surplus Land Act**")), and that LACMTA shall not be obligated to perform any obligation or adhere to any covenant under the JDA if such performance or adherence would result in a violation of any such laws.

2.5 SUPERSEDURE: This Term Sheet supersedes and replaces any and all term sheets or summaries of key terms and conditions relating to the Premises, the Project or any joint development agreement or ground lease with respect to the Premises dated prior to the date of this Term Sheet. Notwithstanding the foregoing, that certain Exclusive Negotiation Agreement and Planning Document between LACMTA and Developer, dated June 22, 2016, as amended (the "**ENA**"), shall remain in full force and effect and be unchanged by this Term Sheet.

3. KEY JDA TERMS:

3.1 JDA - GENERALLY: The JDA will address matters between Developer and LACMTA regarding the Project and the LACMTA Property commencing on the JDA Commencement Date (defined below) and, unless terminated sooner, ending on the JDA Expiration Date (defined below). After (a) the LACMTA Board has authorized execution of the JDA, Ground Lease and other transaction-related documents in accordance with this Term Sheet and (b) the CEQA Review is complete, then LACMTA and Developer will enter into a JDA containing terms and conditions that are substantially consistent with those set forth in this Term Sheet, subject to any modifications as directed by the LACMTA Board that are agreed to by Developer.

3.2 JDA TERM: The JDA term (the "**JDA Term**") shall commence upon execution of the JDA by LACMTA and Developer (the "**JDA Commencement Date**") and shall expire on the earlier to occur of December 31, 2022 or execution of the Ground Lease ("**JDA Expiration Date**"). Notwithstanding the foregoing, LACMTA shall have the right to terminate the JDA for defaults that will be detailed in the JDA, subject to applicable notice and cure periods.

3.3 JDA CONSIDERATION/ HOLDING RENT: As consideration for the rights granted to Developer during the JDA Term, commencing with the JDA Commencement Date and continuing throughout the JDA Term, Developer will pay LACMTA a monthly non-refundable holding rent ("**Holding Rent**") at the commencement of each month of the JDA Term in an amount equal to $2,500. Holding Rent for partial months at the beginning and end of the JDA Term shall be prorated. All Holding Rent due LACMTA shall be non-refundable, but all Holding Rent received by LACMTA shall be applied at Closing (defined below) as a credit against the Capitalized Rent due under the Ground Lease, in the event the Ground Lease is executed.

3.4 CLOSING/CONDITIONS TO CLOSING: During the term of the JDA, LACMTA and Developer shall (a) open an escrow ("**Escrow**") with Commonwealth Title and (b) work in good faith to satisfy certain conditions precedent to

execution of the Ground Lease that shall be set forth in the JDA (the "**Closing Conditions**"). When all of the Closing Conditions have been satisfied (or waived by the applicable party) and when Developer has assigned to Ground Lease Tenant Developer's right under the JDA to enter into the Ground Lease, then Ground Lease Tenant and LACMTA will enter into the Ground Lease. The "**Closing**" shall occur on the date that Ground Lease Tenant and LACMTA enter into the Ground Lease and LACMTA receives all rent, Deposits and other amounts then due LACMTA under the JDA, the Ground Lease and all other documents and agreements related to the Project or the Ground Lease transaction. Documents related to Closing, including, without limitation, the Ground Lease, will be executed by LACMTA, as one party, and Developer and/or Ground Lease Tenant, as the other party(ies), as is necessary to properly effectuate the Closing.

The Closing Conditions shall include the following requirements: (a) Developer's delivery of evidence and assurances ("**Financial Assurances**") to LACMTA, via documentation provided by Developer to the satisfaction of LACMTA, demonstrating that Ground Lease Tenant has sufficient financial resources in place to construct and operate the Project, which Financial Assurances will include evidence that all funding sources for construction and operation of the Project are fully committed without reservation; (b) Developer's (or Ground Lease Tenant's) receipt of all governmental approvals necessary (including LACMTA approvals and City of Los Angeles approvals and entitlements) for the development, and construction of the Project, including LACMTA's approval of Final Construction Documents (defined below) (such LACMTA-approved Final Construction Documents, the "**Approved Construction Documents**"); (c) the City of Los Angeles' and LACMTA's (i) completion of all necessary CEQA Review for the Project, (ii) adoption of all related CEQA approvals, findings and determinations by the Los Angeles City Council and the LACMTA Board, and (iii) the expiration of all applicable statutes of limitation with respect to such approvals, findings and determinations without a lawsuit having been timely filed with respect to the same (but if such a lawsuit is so filed, then the occurrence of the final adjudication or dismissal with prejudice of such lawsuit in a manner that upholds such approvals, findings and determinations); (d) Developer's (or Ground Lease Tenant's) receipt of a "ready to issue" letter from the City of Los Angeles for all building permits necessary for the construction of the Project in accordance with the Approved Construction Documents; (e) Ground Lease Tenant's and LACMTA's execution and delivery of the Ground Lease to Escrow and Ground Lease Tenant's, Developer's and/or LACMTA's execution and delivery (as applicable) of all other transaction documents to Escrow, all as contemplated in the JDA; (f) LACMTA's receipt of all Funding Approvals; (g) LACMTA's receipt of Payment and Performance

Bonds and a Completion Guaranty from Ground Lease Tenant guaranteeing and securing Completion of the Project, each in a form satisfactory to LACMTA; and (h) LACMTA's receipt of assurances from Developer that Ground Lease Tenant is ready to commence construction of the Project promptly following the Closing. As used in this Term Sheet, the term "**Completion of the Project**" shall occur when Ground Lease Tenant receives a final certificate of occupancy from the City of Los Angeles permitting occupancy of the entire Project.

3.5 JDA DESIGN REVIEW: During the JDA Term and the Construction Period (defined below), LACMTA will have the right to review and approve the design of the Project to the extent of any design elements that affect, directly or indirectly the following (collectively, the "**LACMTA Design Concerns**"):

(a) The LACMTA Operations-Related Concerns (defined below);

(b) The exterior of the Project, including its appearance, scale, configuration, height, massing, modulation, roof line, materials, entries, fenestration, balconies, signage, and lighting;

(c) The public realm surrounding the Project, including public features such as outdoor seating, lighting, and street trees, and the pedestrian experience along Project frontages;

(d) The relationship of the Project to the surrounding community, including adjacent properties, the Soto Station Plaza, and public streets, alleys and spaces;

(e) Soto Station Plaza, including its landscaped and hardscaped elements, and other public features such as seating and other street furnishings, lighting, and street trees;

(f) The Project's public open spaces, including landscaped and hardscaped elements, and other public features such as seating and other street furnishings, lighting, and street trees;

(g) The Project's public bicycle and vehicular elements and its public pedestrian elements and the relationship of such elements to building entries, transit service and the public realm and the quantity of private bicycle parking spaces for the Project, and the relationship of such private bicycle parking spaces to building entries;

(h) A change in the scope of the Project from that set forth in the Section 1.3; and

(i) The commercial space, including its depth, location in the Project, and adequacy of infrastructure for specific uses.

LACMTA shall ***not*** have the right to review or approve interior floor plans, or non-structural interior elements, except to the extent of the LACMTA Design Concerns, and shall not have the right to review or approve interior finishes.

LACMTA's exercise of its rights hereunder for matters that **are not** related to LACMTA Operations-Related Concerns will be at LACMTA's reasonable discretion, except to the extent that the design of the Project as depicted, described and specified on any such plans and specifications **does not** represent a logical evolution of the design depicted, described and specified on those plans and specifications approved by LACMTA at the preceding level of design development (a "**Logical Evolution**"). LACMTA's exercise of its rights hereunder for matters that **are** related to LACMTA Operations-Related Concerns or **are not** a Logical Evolution will be at LACMTA's sole and absolute discretion. LACMTA's design approval rights as set forth herein are, in part, intended to ensure that the Project meets LACMTA's Satisfactory Continuing Control Requirement (as defined in Section 4.22).

Except as otherwise approved in writing by LACMTA, the Project's Final Construction Documents shall be a Logical Evolution of the plans detailed and referenced in Exhibit 3 attached hereto (the "**Entitlement Package Plans**"). LACMTA acknowledges that Developer has provided LACMTA with the plans and specifications detailed on Exhibit 4 for LACMTA's review, which LACMTA is in the process of reviewing. These plans and specifications include the Project's Construction Document Progress Plans for all portions of the Project other than the design for the Soto Station Plaza portion of the Project, which is at the Conceptual Design phase of the design development process due to a redesign of this portion of the Project. The Project's Construction Document Progress Plans shows the design of the portion of the Project addressed therein at 75% completion.

"**Final Construction Documents**" means final plans and specifications approved by the City of Los Angeles for the construction of the Project and containing details as would be reasonably necessary to allow LACMTA to assess all impacts of such construction in accordance with LACMTA's rights under the JDA.

"**LACMTA Operations-Related Concerns**" means (a) the operations of LACMTA, including the experience of transit patrons and transit users, (b) LACMTA's exercise of its Retained Rights (defined below) and any area subject to the Retained Rights, (c)

the LACMTA Transit Property, the Public Transit Facilities, the access to or from each of the same, and the maintenance, repair, modification, renovation and replacement of each of the same, (d) the lateral and subjacent support to the LACMTA Transit Property, the Public Transit Facilities and any area providing support necessary for LACMTA to exercise its Retained Rights, and (e) public, transit patron and LACMTA employee and contractor health and safety.

"**LACMTA Transit Equipment**" means all of the equipment, cable, conduit, fixtures, furnishings, and vehicles located or operating in, on, under, over, about, or adjacent to the LACMTA Property and used or installed by LACMTA for any transit purpose, including ticket vending machines, ticket validation and gating systems and other equipment serving a comparable function, map and information cases and directional signs, lighting, security cameras, rail cars, vehicles, tracks, signaling devices, maintenance equipment, public address systems, fire protection equipment, communication antennas, and all other transit related or LACMTA related equipment and vehicles.

"**Public Transit Facilities**" means all transit-related or LACMTA-related improvements, structures, stations, equipment, fixtures, trains, subways, buses and furnishings now existing or hereafter located in, on, under, near, adjacent to, and/or passing through, the LACMTA Property, including, without limitation, Soto Station and its related improvements (including the Soto Station Plaza and portal), the LACMTA Transit Equipment, water lines, sanitary sewer lines, storm sewer improvements, electrical lines, antennas, elevator, shafts, vents, portals, and exits.

3.6 FINAL CONSTRUCTION DOCUMENT REVIEW TIMING: [INTENTIONALLY OMITTED]

3.7 OUTREACH: During the JDA Term, Developer shall lead and conduct public outreach with respect to the Project in accordance with the outreach plan ("**Outreach Plan**") attached hereto as Exhibit 5. Such Outreach Plan may be amended from time to time by Developer, subject to LACMTA's written approval, which approval shall not be unreasonably withheld, conditioned or delayed.

3.8 TRANSFERS, ASSIGNMENT AND SUBLETTING: Except (a) for a one-time transfer by Developer to Ground Lease Tenant immediately prior to the execution of the Ground Lease and (b) as otherwise approved in writing by LACMTA in its sole and absolute discretion, Developer shall not transfer or assign its rights or obligations under the JDA or any portion thereof.

4. KEY GROUND LEASE TERMS:

4.1 GROUND LEASE TENANT: The tenant under the Ground Lease shall be the Ground Lease Tenant (defined in the preamble).

4.2 GROUND LEASE – GENERALLY: At Closing, LACMTA, as landlord, and Ground Lease Tenant, as tenant, will enter into the Ground Lease, which will provide for the development, construction and operation of the Project on the Premises by Ground Lease Tenant, at Ground Lease Tenant's sole cost and expense. The Ground Lease will contain terms and conditions that are substantially consistent with those set forth in this Term Sheet, subject to such modifications as may be directed by the LACMTA Board that are agreed to by Ground Lease Tenant.

4.3 CONSTRUCTION/ CONSTRUCTION PERIOD: The Project shall be constructed in accordance with the Approved Construction Documents, which LACMTA, Developer and Ground Lease Tenant intend to be a Logical Evolution (pursuant to Sections 3.5 and 4.13) of the Entitlement Package Plans. The Ground Lease will require commencement of construction within thirty (30) days after the Commencement Date (defined below). The construction period for the Project ("**Construction Period**") will commence on the Commencement Date and will terminate upon completion of construction of the Project in accordance with the Ground Lease.

4.4 UNSUBORDINATED GROUND LEASE: Neither LACMTA's interests under the Ground Lease (including Federal and State interests as a providers of funds for the Metro L Line (formerly the Metro Gold Line)) nor LACMTA's Satisfactory Continuing Control Requirement shall be subordinated to any interest that Ground Lease Tenant or its lenders or investors will have in the Premises. Notwithstanding the foregoing, LACMTA agrees to (a) work in good faith with Ground Lease Tenant and Developer to reach an agreement on the forms of separate riders to the Ground Lease (each, a "**Lease Rider**") amending the Ground Lease for the benefit of the California Tax Credit Allocation Committee ("**TCAC**") and, if applicable, the California Department of Housing and Community Development ("**HCD**"), as is reasonably required by either party in connection with an award of tax credits or other financing for the Project, and (b) upon reaching agreement on a particular form for each Lease Rider, to allow such Lease Rider, once executed, to be recorded against the fee interest in the Premises.

4.5 GROUND LEASE PREMISES: The premises under the Ground Lease shall be the Premises.

4.6 GROUND LEASE TERM: The initial term of the Ground Lease (the "**Initial Ground Lease Term**") will commence on the date of the Closing, pursuant to the terms of the JDA (such date being the "**Commencement Date"**), and will expire on the date occurring fifty-seven (57) years after the Commencement Date. Ground Lease Tenant shall have a single option to extend the Initial Ground Lease Term for an additional forty-two (42) year term (the "**Option Period**") by providing written notice to LACMTA on or before the fifty-sixth (56th) anniversary of the Commencement Date. The Initial Ground Lease Term as extended by the Option Period shall be the "**Ground Lease Term**."

4.7 CAPITALIZED GROUND RENT: Upon execution of the Ground Lease, Ground Lease Tenant shall pay LACMTA a capitalized rent payment (the "**Capitalized Rent**") in an amount equal to $1,200,000 for the Initial Ground Lease Term. The Capitalized Rent reflects a discount of $3,117,000 (approximately 72%) off of the Premise's $4,317,000 fair market value.

4.8 OPTION PERIOD RENT: Developer shall pay fair market rent for the Option Period ("**Option Period Rent**") either as (a) a capitalized rent payment paid at the commencement of the Option Period or (b) as a monthly rent payment paid throughout the term of the Option Period. The decision to pay Option Period Rent as either a capitalized payment or a monthly payment shall be at Developer's election made at the time of Developer's exercise of its option to extend the Initial Ground Lease Term pursuant to Section 4.6. If Developer elects the monthly payment option, Option Period Rent shall commence to accrue on the first day of the Option Period and shall be paid monthly, in advance, over the term of the Option Period. Option Period Rent shall be negotiated by LACMTA and Ground Lease Tenant based on appraisals of the Premises procured by each party, as set forth in the Ground Lease. The appraisals shall assume that the Premises are vacant and usable only for those uses permitted under the Ground Lease and, as applicable, subject to any then-existing affordability covenants and all applicable affordability restrictions set forth in Section 4.18. If LACMTA and Ground Lease Tenant are unable to agree on the amount of the Option Period Rent, such amount will be determined by arbitration, as set forth in the Ground Lease.

Annual CPI Adjustment. If Developer elects the monthly payment option, Option Period Rent shall be adjusted every five (5) years on the anniversary of the commencement of the Option Period (each such date being an "**Option Rent CPI Adjustment Date**") to equal the greater of: (a) the Option Period Rent existing just prior to the Option Rent CPI Adjustment Date and (b) the Option Period Rent existing just prior to the Option Rent CPI

Adjustment Date as adjusted for changes in CPI for the prior 60-month period.

4.9 PERCENTAGE RENT: Ground Lease Tenant shall pay LACMTA percentage rent in an amount equal to thirty-three percent (33%) of all gross rent paid or credited to Ground Lease Tenant for commercial uses of the Project or the Premises ("**Percentage Rent**"), including without limitation, commercial uses in the Project's 2,440 square feet of commercial space. Percentage Rent shall be calculated on a calendar year basis and shall be due to LACMTA from Ground Lease Tenant annually, in arrears, on March 1st of the calendar year following the subject calendar year, with a full accounting of the amount due.

4.10 DISTRIBUTION OF CONSTRUCTION COST SAVINGS: To the extent that the Project has any Cost Savings (defined below) and subject to receipt of customary approvals from TCAC regarding the distribution of such Cost Savings to the Project's Subsidy Providers (defined below), Ground Lease Tenant shall pay LACMTA's Pro Rata Share of Cost Savings (defined below) to LACMTA, within sixty (60) days after the Ground Lease Tenant's receipt of the Forms 8609 from TCAC (certifying that the Developer-submitted TCAC Cost Certification (defined below) is acceptable); provided, however, that such amount shall not exceed the Capitalized Foregone Rent (defined below). Ground Lease Tenant shall submit the TCAC Cost Certification to TCAC no later than one (1) year after Completion of the Project and anticipates receipt of the Forms 8609 within one (1) year after such submission. LACMTA shall have audit rights to verify the calculation of Cost Savings and LACMTA's Pro Rata Share of Cost Savings.

"**Capitalized Foregone Rent**" means $3,117,000 (i.e. the $4,317,000 fair market value of the Premises minus the $1,200,000 Capitalized Rent.

"**Cost Savings**" means total Project Funding minus total Development Costs.

"**Development Costs**" means the actual hard and soft costs incurred by Ground Lease Tenant for the initial development and construction of the Project, including, without limitation all deferred developer fees due Ground Lease Tenant, as reflected on Ground Lease Tenant's TCAC Cost Certification.

"**LACMTA's Pro Rata Share of Cost Savings**" shall be equal to the Cost Savings (if any) multiplied by the Capitalized Foregone Rent and divided by the sum of the Capitalized Foregone Rent and all Soft Loans.

"**Project Funding**" means all public and private funding provided to Ground Lease Tenant for the initial development and construction of the Project, including the Total Project Subsidy.

"**Soft Loans**" means public loans provided to Ground Lease Tenant for purposes of the development of the Project that allow debt service payments to be paid from Project net cash flow (i.e. residual receipts). Soft Loans exclude any operating subsidies.

"**Subsidy Providers**" means LACMTA with respect to the Foregone Rent and all Soft Loan providers with respect to their Soft Loans.

"**TCAC Cost Certification**" means that certain cost certification prepared by Ground Lease Tenant and approved by TCAC in accordance with California Code of Regulations Title 4, Division 17, Chapter 1, Section 10322(i)(2) and setting forth the actual Development Costs, Project Funding and Total Project Subsidy for the initial development and construction of the Project.

"**Total Project Subsidy**" means all public funding provided to Ground Lease Tenant for the initial development and construction of the Project, including Soft Loans and the Capitalized Foregone Rent (and excluding any operating subsidy).

4.11 NET LEASE: All rent to be paid by Ground Lease Tenant under the Ground Lease shall be absolutely net to LACMTA, without offset, deduction or withholding. Ground Lease Tenant shall be responsible for all capital costs and operating expenses attributable to the development, construction, operation and maintenance of the Project, including all taxes and assessments levied upon the Project or any interest in the Ground Lease. Ground Lease Tenant is aware that the Premises are also subject to possessory interest taxes, which shall be paid by Ground Lease Tenant.

4.12 SALE/REFINANCING PROCEEDS: Upon a Refinancing (defined below) of the Project, Ground Lease Tenant shall pay LACMTA, as a fee for LACMTA's consent in connection with such Refinancing, an amount equal to thirty-three percent (33%) of all Refinancing Net Proceeds (defined below) received by Ground Lease Tenant for the Refinancing of the Project. Upon a Sale (defined below) of the Project, Ground Lease Tenant shall pay LACMTA, as foregone rent in connection with the Sale of the Project, an amount equal to the lesser of (a) thirty-three percent (33%) of all Sale Net Proceeds (defined below) received by Ground Lease Tenant for the Sale of the Project, and (b) Cumulative Foregone Rent (defined below).

LACMTA shall have audit rights to verify the calculation of Refinancing Net Proceeds and Sale Net Proceeds.

"**CPI Adjusted Foregone Rent**" means the greater of: (a) the Foregone Rent existing just prior to a particular Foregone Rent CPI Adjustment Date and (b) the Foregone Rent existing just prior to such Foregone Rent CPI Adjustment Date as adjusted for changes in the CPI for the prior 12-month period.

"**Cumulative Foregone Rent**" means with respect to a particular Sale, the sum of the Foregone Rent that has accrued over the period between the Commencement Date and the Sale date, less the amount of any Sale Net Proceeds or Foregone Rent previously paid to LACMTA.

"**Foregone Rent**" means the annual rent (or portion thereof) foregone by LACMTA as a result of LACMTA receiving less than fair market rent under the Ground Lease, which amount shall equal:

(a) For the Initial Ground Lease Term:

i. For the first year of the Ground Lease Term, the amount resulting from multiplying the $3,117,000 Capitalized Rent discount by a 7% cap rate; and

ii. For each subsequent year of the Ground Lease Term, the CPI Adjusted Foregone Rent; and

(b) For the Option Period: Amount(s) mutually agreed to by LACMTA and Ground Lease Tenant at the time that the Option Period Rent is established pursuant to Section 4.8.

Notwithstanding the foregoing, the Foregone Rent for the year in which LACMTA receives LACMTA's Pro Rata Share of Cost Savings (if any) shall be adjusted downward as follows:

The Foregone Rent for the Initial Ground Lease Term shall be recalculated as the sum of the $3,117,000 Capitalized Rent discount minus LACMTA's Pro Rata Share of Cost Savings (if any) multiplied by a 7% cap rate. The foregoing sum shall then be adjusted for changes in the CPI between the first year of the Ground Lease Term and the year in which the adjustment occurs, which shall result in the "**Adjusted Foregone Rent**". Each subsequent year of the Initial Ground Lease Term shall apply the Adjusted

Foregone Rent to the CPI adjuster in the definition of CPI Adjusted Foregone Rent.

"**Foregone Rent CPI Adjustment Date**" means each annual anniversary of the Commencement Date.

"**Refinancing**" shall be defined as the creation or substantial modification of a loan secured directly or indirectly by any portion of the Premises, the Project, Ground Lease Tenant, and/or Ground Lease Tenant's leasehold interest under the Ground Lease.

"**Refinancing Net Proceeds**" means with respect to each Refinancing, the gross principal amount of the Refinancing, less (a) the amount of any then-existing debt secured directly or indirectly by any portion of the Premises, the Project, Ground Lease Tenant, and/or Ground Lease Tenant's leasehold interest under the Ground Lease that is satisfied out of the Refinancing proceeds, (b) amounts to be used by Ground Lease Tenant to make repairs or capital improvements to the Project within twenty four (24) months after the closing date of the Refinancing, and (c) the following transaction costs and expenses paid by Ground Lease Tenant to any non-affiliate of Ground Lease Tenant in connection with the consummation of the Refinancing, to the extent such costs are commercially reasonable: escrow fees, title charges, lender fees or charges, recording costs, brokerage commissions, attorneys' fees and a reasonable developer fee to Ground Lease Tenant or an affiliate thereof to cover costs related to the consummation and administration of the Refinancing.

"**Sale**" means the direct or indirect transfer of any portion of the beneficial interest in the Premises, the Project, and/or Ground Lease Tenant's leasehold interest under the Ground Lease.

"**Sale Net Proceeds**" means with respect to each Sale, the total consideration less (a) the amount of any then-existing debt secured directly or indirectly by any portion of the beneficial interest in the Premises, the Project, and/or Ground Lease Tenant's leasehold interest under the Ground Lease that is satisfied out of the Sale proceeds, and (b) the following transaction costs and expenses paid by Ground Lease Tenant to any non-affiliate of Ground Lease Tenant in connection with the consummation of the Sale, to the extent such costs are commercially reasonable: escrow fees, title charges, lender fees or charges, recording costs, brokerage commissions and attorneys' fees (and, for re-syndications only, a reasonable developer fee to Ground Lease Tenant or an affiliate thereof to cover costs related to the consummation and administration of the re-syndication proceeds).

4.13 GROUND LEASE DESIGN REVIEW: With respect to the initial construction of the Project, Ground Lease Tenant shall not make any changes to the Approved Construction Documents or the Project that affect the LACMTA Design Concerns without the prior consent of LACMTA and any such changes shall be requested in writing by Ground Lease Tenant. During the Construction Period, LACMTA will have design review rights with respect to any such changes in the same manner as set forth in Section 3.5. LACMTA's exercise of its rights hereunder for changes that represent Logical Evolutions of the design and are not related to LACMTA Operations-Related Concerns will be at LACMTA's reasonable discretion. LACMTA's exercise of its rights hereunder for changes that are related to LACMTA Operations-Related Concerns or are not Logical Evolutions of the design will be at LACMTA's sole and absolute discretion. In addition to the foregoing, LACMTA shall retain similar design approval rights as set forth in Section 3.5 for any substantive Project changes or improvements sought by Ground Lease Tenant after the initial construction of the Project. LACMTA's design approval rights as set forth herein are, in part, intended to ensure that the Project meets LACMTA's Satisfactory Continuing Control Requirement.

4.14 DEEMED APPROVAL: [INTENTIONALLY OMITTED]

4.15 MAINTENANCE AND OPERATIONS: Ground Lease Tenant shall maintain and operate all portions of the Project and the Premises at its sole cost and expense. Notwithstanding the foregoing:

a. LACMTA shall power wash, at its sole cost and expense, the surface of that portion of the Soto Station Plaza areas situated on the Premises (as indicated on Exhibit 6 attached hereto) when it power washes the remainder of the Soto Station Plaza surface that is not situated on the Premises;

b. Ground Lease Tenant shall adequately water (from Ground Lease Tenant's metered sources) and maintain, at its sole cost and expense, all Soto Station Plaza planter trees and planter landscaping (as indicated on Exhibit 6 attached hereto), whether such planter trees and planter landscaping are situated on or off the Premises;

c. Ground Lease Tenant shall maintain, at its sole cost and expense, all Soto Station Plaza planter structures situated on or predominantly on the Premises (as indicated on Exhibit 6), including all seating situated thereon or incorporated therein;

d. Ground Lease Tenant shall not be obligated to maintain or provide irrigation to any Soto Station Plaza trees that are not part of Ground Lease Tenant's obligations set forth in Item b, above (including any such trees situated on the Premises), which trees shall be irrigated from LACMTA metered sources; and

e. Ground Lease Tenant shall not be obligated to maintain any Soto Station Plaza planter structures that are not situated on the Premises (as indicated on Exhibit 6), including all seating situated thereon or incorporated therein.

All maintenance shall be pursuant to maintenance and operations standards to be mutually agreed upon by Ground Lease Tenant and LACMTA and set forth in the Ground Lease, provided that the LACMTA power washing noted above shall be subject to LACMTA's cleaning schedule (which, as of the date of this Term Sheet, is between 10pm and 4am) and cleaning frequency (which, as of the date of this Term Sheet, is one time per month).

4.16 DEMOLITION/DEMOLITION SECURITY: At the expiration or earlier termination of the Ground Lease ("**Expiration Date**"), at LACMTA's option, as specified in writing by LACMTA up to ninety (90) days after the Expiration Date, Ground Lease Tenant shall (a) demolish and remove the Project and any improvements located on the Premises, exclusive of any LACMTA improvements and/or transportation-related amenities and facilities then located on the Premises, and (b) return the Premises to LACMTA in its otherwise original condition (collectively, the "**Demolition**"), all at Ground Lease Tenant's sole cost and expense. Ground Lease Tenant shall have no right to demolish or remove the Project or any improvements on the Premises that LACMTA does not instruct Ground Lease Tenant to demolish or remove.

On the forty fifth (45th) anniversary of the Commencement Date, Ground Lease Tenant shall deliver to LACMTA a report for LACMTA's review and approval prepared by a construction and demolition expert reasonably approved by LACMTA that details the means and methods that would be employed to complete the full Demolition of the Project ("**Demolition Report**"). The obligations set forth in this Section 4.16 apply even though Section 4.6 does not require Ground Lease Tenant to make an election regarding the exercise of its option to extend the Initial Ground Lease Term until the fifty-sixth (56th) anniversary of the Commencement Date. The Demolition Report shall be prepared at Ground Lease Tenant's sole cost and expense and shall include a detailed cost estimate for such full Demolition. The

Demolition Report shall detail (a) a form of security proposed by Ground Lease Tenant to secure, for the benefit of LACMTA, the funding necessary to complete the full Demolition (the "**Demolition Security**"), and (b) a schedule reasonably satisfactory to LACMTA for the funding of the Demolition Security by Ground Lease Tenant, which schedule shall in all events provide for delivery of the Demolition Security to LACMTA no later than five (5) years prior to the Expiration Date. The Demolition Report shall be subject to LACMTA's reasonable approval. The form of Demolition Security can be a deposit of funds, a letter of credit, a bond or other form of security, each in form and amount, and from an issuer, reasonably satisfactory to LACMTA in accordance with the LACMTA-approved Demolition Report. Upon the completion of the Demolition, if any, by Ground Lease Tenant and performance of any other obligations of Ground Lease Tenant under the Ground Lease, subject to set off by LACMTA for any amounts payable by Ground Lease Tenant to LACMTA pursuant to the Ground Lease, LACMTA shall return/release the Demolition Security to Ground Lease Tenant.

If Ground Lease Tenant elects to exercise its option to extend the Initial Ground Lease Term, then the Demolition Report shall be delivered to LACMTA on or before the eighty-seventh (87th) anniversary of the Commencement Date.

The Ground Lease shall set forth further details regarding the specifics and procedures related to the Demolition, the Demolition Report and the Demolition Security.

4.17 FINANCING AND ENCUMBRANCES: Subject to LACMTA's reasonable approval, Ground Lease Tenant may encumber its leasehold estate with mortgages, deeds of trust or other financing instruments; provided, however, in no event shall LACMTA's fee title interest, the rent payable to LACMTA under the Ground Lease or LACMTA's Satisfactory Continuing Control Requirement, be subordinated or subject to Ground Lease Tenant's financing or other claims or liens (except as set forth in Section 4.19 in connection with Project-related affordable housing financing sources). Such encumbrances and financings shall be subject to LACMTA's reasonable approval, except with respect to certain "**Permitted Financing Events**" meeting specific criteria to be set forth in the Ground Lease, which shall not require LACMTA's approval. Subject to the satisfaction of specific criteria to be set forth in the Ground Lease and provided that such financing is from institutional lenders, governmental lenders or quasi-governmental lenders, Permitted Financing Events shall include: (i) such financing as is required to convert from construction to permanent financing and (ii) such financing as is required to maintain the financial feasibility of the Project in the event of the loss or reduction of the Project Based Vouchers

subsidy provided to support the operation of the twenty (20) apartments providing permanent supportive housing to formerly homeless households earning up to 30% of the Area Median Income ("**AMI**").

4.18 AFFORDABILITY REQUIREMENTS: The Ground Lease shall require Ground Lease Tenant to restrict the Project's Affordable Housing throughout the Initial Ground Lease Term as follows:

a. Twenty (20) permanent supportive housing apartments restricted to occupancy by formerly homeless households earning up to 30% of the AMI;
b. Six (6) apartments restricted to occupancy by households earning up to 30% of AMI[1];
c. Seventeen (17) apartments restricted to occupancy by households earning up to 40% of AMI[2];
d. Fifteen (15) apartments restricted to occupancy by households earning up to 50% of AMI; and
e. Five (5) apartments restricted to occupancy by households earning up to 60% AMI.

The Ground Lease shall also require that the unit mix for the Project's apartments be restricted throughout the Initial Ground Lease Term as set forth on the Unit Mix table attached hereto as Exhibit 2. Notwithstanding the foregoing, the Ground Lease shall provide that in the event of a reduction in or loss of Project Based Vouchers (or a similar operating subsidy) supporting operations related to the Project's twenty (20) permanent supportive housing apartments ("**PBV Reduction**") during the Initial Ground Lease Term, Ground Lease Tenant may, during the period of any such PBV Reduction and only with respect to any of the twenty (20) permanent supportive housing apartments that become vacant during such period, lease such apartment to households that do not require supportive services and/or earn up to 60% of AMI; provided that Developer shall be allowed to utilize such measures only for the duration of and to the extent of the PBV Reduction. All income restrictions shall be based on AMI levels set by TCAC.

The Ground Lease shall require Ground Lease Tenant to restrict the Project's Affordable Housing throughout the Option Period to occupancy by households earning up to 80% of AMI.

4.19 AFFORDABLE HOUSING &

[1] The total number of apartments restricted to households earning up to 30% of AMI could be reduced to a total of five (5), if Developer determines (and demonstrates to the reasonable satisfaction of LACMTA) that such reduction is necessary for the Project to be financially feasible.

[2] The total number of apartments restricted to households earning up to 40% of AMI could be reduced to a total of sixteen (16), if Developer determines (and demonstrates to the reasonable satisfaction of LACMTA) that such reduction is necessary for the Project to be financially feasible.

ENTITLEMENT-RELATED COVENANTS: Ground Lease Tenant may encumber its leasehold estate with affordable housing covenants and other covenants reasonably required by Ground Lease Tenant's Project-related affordable housing funding sources or the City of Los Angeles as a condition to granting Project approvals, entitlements and building permits, which covenants shall be subject to LACMTA's review and reasonable approval. LACMTA will reasonably consider the encumbrance of its fee title interest with certain covenants, if required by Ground Lease Tenant's Project-related affordable housing funding sources or the City of Los Angeles as a condition to granting Project approvals, entitlements or building permits; provided that Ground Lease Tenant agrees to perform all obligations under said covenants during the Ground Lease Term and indemnify LACMTA for all claims and losses resulting from Ground Lease Tenant's failure to do the same. Notwithstanding the foregoing, LACMTA agrees to (a) work in good faith with Ground Lease Tenant and Developer to reach an agreement on the forms of separate Lease Riders amending the Ground Lease for the benefit of TCAC and, if applicable, HCD, as is reasonably required by either party in connection with an award of tax credits or other financing for the Project; and (b) upon reaching agreement on a particular form for each Lease Rider, to allow such Lease Rider, once executed, to be recorded against the fee interest in the Premises.

4.20 FEDERAL CIVIL RIGHTS COVENANTS: Ground Lease Tenant shall comply with all applicable Federal nondiscrimination requirements, including applicable sections of Title 49 of the Code of Federal Regulations.

4.21 TRANSFERS, ASSIGNMENT, & SUBLETTING: Except for limited permitted exceptions to be set forth in the Ground Lease, Ground Lease Tenant shall not transfer, assign or sublet (except for the typical subleasing of the apartments and commercial space within the Project) its rights or obligations under the Ground Lease, or any beneficial interests in Ground Lease Tenant (each, a "**Transfer**"):

a. Prior to Completion of the Project; and

b. After Completion of the Project, except in accordance with reasonable transfer criteria (including, without limitation, criteria regarding the creditworthiness and experience of any proposed transferee and its affiliates and applicable Federal and State approvals and provisions regarding debarment and suspension) to be negotiated by LACMTA and Ground Lease Tenant and included in the Ground Lease.

Notwithstanding the foregoing, the Ground Lease will allow Ground Lease Tenant to make certain "**Permitted Transfers**" without LACMTA's consent; provided that (a) Ground Lease Tenant is not in breach or default under the Ground Lease, (b) Ground Lease Tenant provides written notice to LACMTA of Ground Lease Tenant's intent to effectuate a Permitted Transfer in accordance with time frames set forth in the Ground Lease and with sufficient detail for LACMTA to reasonably determine that the intended Transfer is a Permitted Transfer, (c) Ground Lease Tenant provides written notice to LACMTA of the consummation of the Transfer in accordance with time frames set forth in the Ground Lease and with sufficient detail for LACMTA to reasonably determine that the Transfer was a Permitted Transfer, (d) the Permitted Transfer complies fully with all applicable provisions of the Ground Lease, (e) no Permitted Transfer shall release Ground Lease Tenant from any part of its obligations under the Ground Lease, except as expressly set forth in the Ground Lease, and (f) no such Permitted Transfer shall result in a Change of Control, except as expressly permitted in the Ground Lease. Subject to the conditions set forth in the previous sentence, Permitted Transfers shall include: (i) a transfer of the initial limited partnership interest in Ground Lease Tenant to an investor limited partner and the subsequent transfer of such investor's limited partnership interest in Ground Lease Tenant to another investor or an affiliate of Ground Lease Tenant (even if such transfer constitutes a Change of Control), (ii) the transfer of Ground Lease Tenant's interest to an affiliate of Ground Lease Tenant (which LACMTA and Ground Lease Tenant acknowledge could result in a Change of Control), and (iii) the replacement of Ground Lease Tenant's general partner for cause with an affiliate of the limited partner in accordance with the terms of Ground Lease Tenant's partnership agreement (which LACMTA and Ground Lease Tenant acknowledge will result in a Change of Control), provided that in each case such investor or affiliate meets certain transferee requirements set forth in the Ground Lease. "**Change of Control**" means (a) a change in the identity of the entity with the power to direct or cause the direction of the management and policies of Ground Lease Tenant, whether through the ownership of voting securities, by contract or otherwise, or (b) the transfer, directly or indirectly, of fifty percent (50%) or more of the beneficial ownership interest in Ground Lease Tenant. Notwithstanding the foregoing, the Ground Lease will authorize and preapprove the withdrawal of BRIDGE Housing Corporation (or its affiliated general partner) as a general partner of Ground Lease Tenant, upon the one year anniversary of the conversion of the Project's initial construction financing to permanent financing.

4.22 RETAINED RIGHTS: LACMTA shall retain from the rights granted to Ground Lease Tenant under the Ground Lease certain rights as shall be further

described in detail in the Ground Lease, relating to the following: (1) the right to install, construct, inspect, operate, maintain repair, expand and replace Public Transit Facilities in, on, under, over, and adjacent to the Premises as LACMTA may deem necessary; (2) the right to use that portion of the Premises forming a portion of the Soto Station Plaza for LACMTA and public pedestrian ingress and egress; (3) the right to install, use, repair, maintain, and replace along the perimeter of the Premises abutting the Soto Station Plaza, public streets, sidewalks and/or rights-of-way (including, without limitation, on the exterior of the Project's buildings) (a) lighting, security cameras, and related conduit, cable, wiring and other appurtenances related to the Soto Station Plaza and the operation of the Metro L Line (formerly, the Metro Gold Line), (b) informational, directional and way-finding signs for the purpose of directing the public to, from and between LACMTA transit options and other public transit options in the area; provided, however, LACMTA shall not install any such signage, lighting, security cameras, conduit, cable, wiring or appurtenances on the Premises or the Project without Ground Lease Tenant's prior written approval, which shall not be unreasonably withheld, conditioned or delayed; (4) the right to enter upon and inspect the Premises, with reasonable notice to Ground Lease Tenant, and anytime during normal business hours for purposes of conducting normal and periodic inspections of the Premises and the Project and to confirm Ground Lease Tenant's compliance with the terms and conditions of the Ground Lease; and (5) all rights not explicitly granted to Ground Lease Tenant in the Ground Lease (the "**Retained Rights**"). The Retained Rights shall, among other things, ensure that the Premises remain available for the transit purposes originally authorized by the LACMTA's Federal and the State funding partners ("**LACMTA's Satisfactory Continuing Control Requirement**"). In exercising the Retained Rights, LACMTA shall use, good faith efforts to coordinate any construction, repair, maintenance or similar activities with Ground Lease Tenant so as to minimize the impact of such activities on each of Ground Lease Tenant's and Ground Lease Tenant's subtenants' usage of the Premises in accordance with the Ground Lease.

4.23 ADDITIONAL MITIGATION MEASURES: In addition to the mitigation measures required by the City of Los Angeles pursuant to its CEQA review of the Project, Ground Lease Tenant shall perform the additional mitigation measures set forth on Exhibit 7 attached hereto during the Construction Period.

4.24 COMMERCIAL SPACE LEASING: Ground Lease Tenant shall use commercially reasonable efforts to target community serving uses and/or local small businesses for the Project's commercial space.

4.25 OTHER: Other customary and relevant provisions contained in other recent LACMTA ground leases will be included in the Ground Lease, including, without limitation, (a) LACMTA's standard transit proximity risk waiver, assumption of risk and indemnity language related to the Project's proximity to rail and other transit operations and infrastructure and (b) provisions relating to insurance and indemnity.

5. LACMTA COSTS

5.1 LACMTA COSTS: Developer and Ground Lease Tenant acknowledge and agree that LACMTA will incur certain actual costs (the "**LACMTA Costs**") related to (a) the design, development, planning, and construction of the Project (including costs related to construction methods and logistics) and (b) negotiation of the terms and conditions of the transactions contemplated under the JDA and the Ground Lease. The LACMTA Costs shall include, without limitation, the actual cost of in-house staff time (including LACMTA overhead and administrative costs) and third party consultation fees (including, but not limited to, fees related to legal counsel, consultants, engineers, architects, and advisors) for financial analyses, design review (including reviewing plans and specifications for the Project and engineering and other reports related to the Project), negotiations, appraisals, document preparation, services related to development, planning, engineering, construction safety, construction management, construction support, and construction logistics, oversight and inspection, and other reasonable services related to the Project and the transactions contemplated under the JDA and Ground Lease, *but shall exclude* the cost of LACMTA Joint Development staff, and LACMTA's in-house and outside legal counsel with respect to negotiation and preparation of the JDA, Ground Lease and related transaction documents.

5.2 JDA DEPOSIT/ENA DEPOSIT REDUCTION: Developer shall provide a deposit to LACMTA under the JDA for LACMTA to apply to LACMTA Costs (whether accruing prior to or after the JDA Commencement Date) (the "**Deposit**"). On the JDA Commencement Date, Developer shall pay LACMTA an initial Deposit amount of $25,000 and the parties shall execute an amendment to the ENA that will reduce the deposit required thereunder from $50,000 to $25,000, and will change the ENA's deposit replenishment requirement to require replenishment of the ENA deposit to $25,000 (instead of $50,000), whenever the balance reaches $10,000 or less (instead of $25,000 or less). Any unspent ENA deposit funds held by LACMTA at the time of JDA execution that are in excess of $25,000 shall be applied towards the $25,000 initial JDA's Deposit. In the event the JDA's Deposit is not fully utilized by LACMTA in connection with the Project during the term of the JDA, then to the extent the Ground Lease is

executed, any remaining balance will be applied toward the Deposit due under the Ground Lease pursuant to Section 5.3, otherwise the remaining balance will be returned to Developer. LACMTA staff will provide documentation of the LACMTA Costs under the JDA to Developer upon request, provided that the form of documentation is available to LACMTA and in its possession, in LACMTA's sole good faith determination. During the term of the JDA, whenever the JDA's Deposit balance reaches $10,000 or less, Developer will replenish the JDA's Deposit to $25,000, upon written notice from LACMTA. If Developer does not replenish the JDA's Deposit at the applicable times as set forth herein, LACMTA may decline to provide the services that are to be covered by such Deposit and/or terminate the JDA.

5.3 GROUND LEASE DEPOSIT: Ground Lease Tenant shall pay LACMTA an initial Deposit amount of $50,000 under the Ground Lease on the Commencement Date to cover LACMTA Costs associated with the initial construction of the Project. To the extent that the such Deposit is not utilized by LACMTA in connection with the initial construction of the Project, any remaining balance will be returned to Ground Lease Tenant upon Completion of the Project. Ground Lease Tenant will provide LACMTA with additional Deposit funds under the Ground Lease, in an amount to be determined at the time, for LACMTA Costs accruing during the Ground Lease Term in connection with future Ground Lease Tenant improvements requiring LACMTA review/approval. During the Ground Lease Term, whenever the Ground Lease's Deposit balance related to the initial construction of the Project reaches $10,000 or less, Ground Lease Tenant will replenish such Deposit to $50,000, upon written notice from LACMTA. If Ground Lease Tenant does not replenish the Ground Lease's Deposit at the applicable times as set forth herein, LACMTA may decline to provide the services that are to be covered by such Deposit and/or terminate the Ground Lease.

Exhibit 1

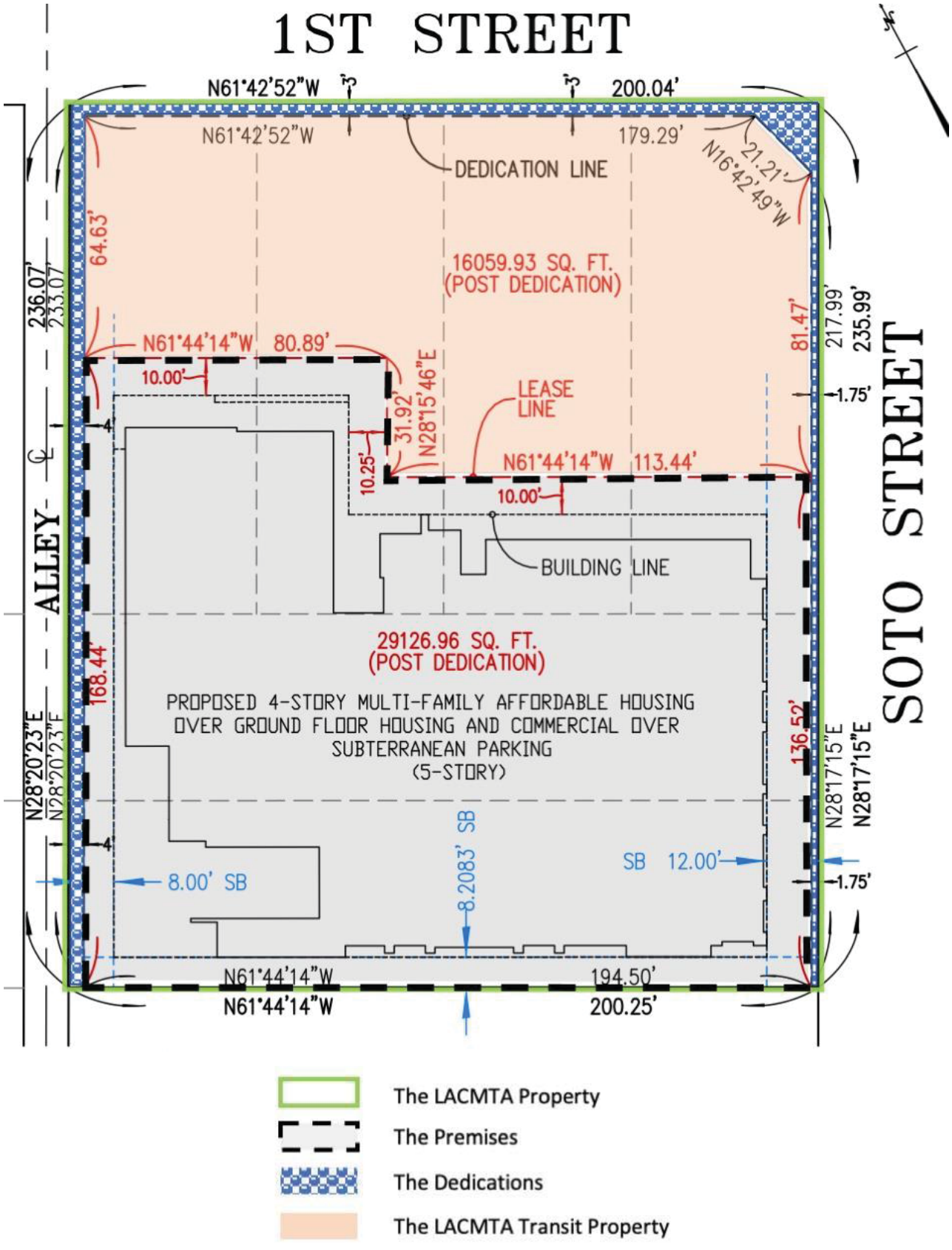

1ST STREET
SOTO STREET
ALLEY
N61°42'52"W
200.04'
N61°42'52"W
179.29'
DEDICATION LINE
21.21'
N16°42'49"W
64.63'
16059.93 SQ. FT.
(POST DEDICATION)
236.07'
233.07'
N61°44'14"W 80.89'
10.00'
31.92'
N28°15'46"E
LEASE LINE
81.47'
217.99'
235.99'
1.75'
10.25'
N61°44'14"W 113.44'
10.00'
BUILDING LINE
29126.96 SQ. FT.
(POST DEDICATION)
168.44'
PROPOSED 4-STORY MULTI-FAMILY AFFORDABLE HOUSING
OVER GROUND FLOOR HOUSING AND COMMERCIAL OVER
SUBTERRANEAN PARKING
(5-STORY)
136.52'
N28°20'23"E
N28°17'15"E
8.00' SB
8.2083' SB
SB 12.00'
1.75'
N61°44'14"W
194.50'
N61°44'14"W
200.25'
The LACMTA Property
The Premises
The Dedications
The LACMTA Transit Property

Exhibit 2

UNIT MIX

Apartment Type	Studio	1 BR	2BR	3BR	Total
Restricted to households earning up to 30% of AMI	-	2*	2	2	6*
Restricted to formerly homeless households earning up to 30% of AMI (with Project Based Vouchers)	13	7	-	-	20
Restricted to households earning up to 40% of AMI	-	4	6+	7	17+
Restricted to households earning up to 50% of AMI	-	3	6	6	15
Restricted to households earning up to 60% AMI		2	2	1	5
Unrestricted for Property Manager	-	-	1	-	1
Total	13	18*	17+	16	64*+

* The total number of one-bedroom apartments restricted to households earning up to 30% of AMI could be reduced to one (1), if Developer determines (and demonstrates to the reasonable satisfaction of LACMTA) that such reduction is necessary for the Project to be financially feasible. This would also reduce the total number of apartments restricted to households earning up to 30% of AMI to five (5), and the total number of one-bedroom apartments in the Project to seventeen (17), and would reduce the total number of apartments in the Project by one (1).

+ The total number of two-bedroom apartments restricted to households earning up to 40% of AMI could be reduced to five (5), if Developer determines (and demonstrates to the reasonable satisfaction of LACMTA) that such reduction is necessary for the Project to be financially feasible. This would also reduce the total number of apartments restricted to households earning up to 40% of AMI to sixteen (16) and the total number of two-bedroom apartments in the Project to sixteen (16) and would reduce the total number of apartments in the Project by one (1).

Exhibit 3

LIST OF PLANS AND SPECIFICATIONS COMPRISING
THE
ENTITLEMENT PACKAGE PLANS

Sheet number	Sheet name	Issue name	Issue date	Plot date
GENERAL				
G0.00	COVER SHEET	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	None
G0.01	GENERAL PROJECT INFORMATION	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	3/4/2019
G0.02	GENERAL PROJECT INFORMATION	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	2/28/2019
G1.01	BUILDING CODE ANALYSIS – OPEN SPACE	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	2/28/2019
G1.01A	SUPPLEMENTAL SECTIONS	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	2/28/2019
G1.01B	SUPPLEMENTAL VIEWS	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	2/28/2019
CIVIL				
C1.01	TITLE SHEET	100% DD	12/14/2018	None
C2.01	TYPICAL DETAILS	100% DD	12/14/2018	None
C3.01	DEMOLITION PLAN	100% DD	12/14/2018	None
C4.01	GRADING PLAN	100% DD	12/14/2018	None
C5.01	UTILITY PLAN	100% DD	12/14/2018	None
C6.01	EROSION CONTROL PLAN	100% DD	12/14/2018	None
LANDSCAPE				
L0.00	TITLE SHEET	100% DD	12/14/2018	12/14/2018
L1.00	MATERIAL & FURNISHING SCHEDULE	100% DD	12/14/2018	12/14/2018
L1.01	PLAZA PLAN	100% DD	12/14/2018	12/14/2018
L1.02	L1 PLAN	100% DD	12/14/2018	12/14/2018
L1.03	L5 PLAN	100% DD	12/14/2018	12/14/2018
L1.10	COURTYARD ENLARGEMENT PLAN	100% DD	12/14/2018	12/14/2018
L1.11	COURTYARD ENLARGEMENT PLAN	100% DD	12/14/2018	12/14/2018
L2.00	SECTIONS	100% DD	12/14/2018	12/14/2018

L2.01	SECTIONS	100% DD	12/14/2018	12/14/2018
L2.10	DETAILS	100% DD	12/14/2018	12/14/2018
L2.11	DETAILS	100% DD	12/14/2018	12/14/2018
L3.00	IRRIGATION LEGEND & NOTES	100% DD	12/14/2018	12/14/2018
L4.00	PLANTING SCHEDULE	100% DD	12/14/2018	12/14/2018
L4.01	PLAZA PLANTING PLAN	100% DD	12/14/2018	12/14/2018
L4.02	L1 PLANTING PLAN	100% DD	12/14/2018	12/14/2018
L4.03	L5 PLANTING PLAN	100% DD	12/14/2018	12/14/2018
ARCHITECTURE				
A1.01	SITE PLAN	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	2/28/2019
A1.05	STREET IMPROVEMENT PLAN	REVISED ENTITLEMENT SET	03/01/2019	2/28/2019
A2.00	PARKING FLOOR PLAN	REVISED ENTITLEMENT SET	03/01/2019	2/28/2019
A2.10	FIRST FLOOR PLAN	REVISED ENTITLEMENT SET	03/01/2019	2/28/2019
A2.20	SECOND FLOOR PLAN	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	2/28/2019
A2.30	THIRD FLOOR PLAN	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	2/28/2019
A2.40	FOURTH FLOOR PLAN	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	2/28/2019
A2.50	FIFTH FLOOR PLAN	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	2/28/2019
A2.60	ROOF PLAN	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	2/28/2019
A3.01	EXTERIOR ELEVATIONS	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	2/28/2019
A3.02	EXTERIOR ELEVATIONS	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	2/28/2019
A4.01	BUILDING SECTIONS	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	2/28/2019
A4.02	BUILDING SECTIONS	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	2/28/2019
A4.03	BUILDING SECTIONS	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	2/28/2019
R1.01	NW PERSPECTIVE	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	None
R1.02	NE PERSPECTIVE	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	None

R1.03	SE PERSPECTIVE	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	None
R1.04	S. PERSPECTIVE	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	None
R1.05	E. PERSPECTIVE	REVISED ENTITLEMENT SUBMITTAL	03/01/2019	None

Exhibit 4

LIST OF PLANS AND SPECIFICATIONS COMPRISING
THE
CONSTRUCTION DOCUMENT PROGRESS PLANS
AND
THE SOTO STATION PLAZA CONCEPTUAL PLANS

Construction Document Progress Plans

A. General Project Information – Backcheck set dated March 2020; Plot date 4/15/2020;
B. Civil Plans – Backcheck set dated March 2020;
C. Landscape Plans - Backcheck set dated March 2020; Plot date 10/10/2019;
D. Architectural Plans - Backcheck set dated March 2020; Plot date 4/1/2020;
E. Structural Plans – Plan Check Submittal set dated December 2019; Plot date 7/2/2020;
F. Temporary Shoring Plans dated 4/10/2020;
G. Mechanical Plans - Plan Check Submittal set dated December 2019; Plot date 2/25/2020;
H. Plumbing Plans dated December 2019; Plot date 4/2/20;
I. Electrical Plans - Plan Check Submittal set dated December 2019; Plot date 4/6/2020;
J. Solar Hot Water Plans - Updated Background set dated 3/16/20;
K. Exterior Building Maintenance Plans – Issued for Coordination set dated 11/21/2019;
L. Methane Gas Control System Plans dated July 2020; and
M. Project Manual – Los Lirios Mixed Use, dated 1/20/2020.

The Soto Station Plaza Conceptual Plans

Los Lirios Plaza Update plans dated 11/4/2020

Exhibit 5

OUTREACH PLAN

Except as set forth in the following sentence, Developer has completed its primary outreach for the Project, including its outreach to the LACMTA-established Boyle Heights Joint Development Design Review Advisory Committee ("**DRAC**"), and the BHNC Planning and Land Use Committee ("**BHNC PLUC**"), which included Project updates to the DRAC and the BHNC PLUC in December 2020. Developer will provide a project update to the Boyle Heights Neighborhood Council ("**BHNC**") in the first quarter of 2021.

Further outreach will be completed pursuant to the City of Los Angeles' Marketing Requirements included in Los Angeles City Ordinance Number 186701, which sets forth the City of Los Angeles' final entitlement approvals for the Project. This outreach will include advertising in local and language-specific newspapers and other media, visible signage at the Project site and at a nearby lease-up office, as well as ELACC marketing emails and social media posts, in advance of lease-up of the Project's income-restricted, affordable housing units. The purpose of this outreach is to notify the Boyle Heights community of application availability and deadlines, as well as provide guidance and assistance in securing applications via mail, in person, or the internet.

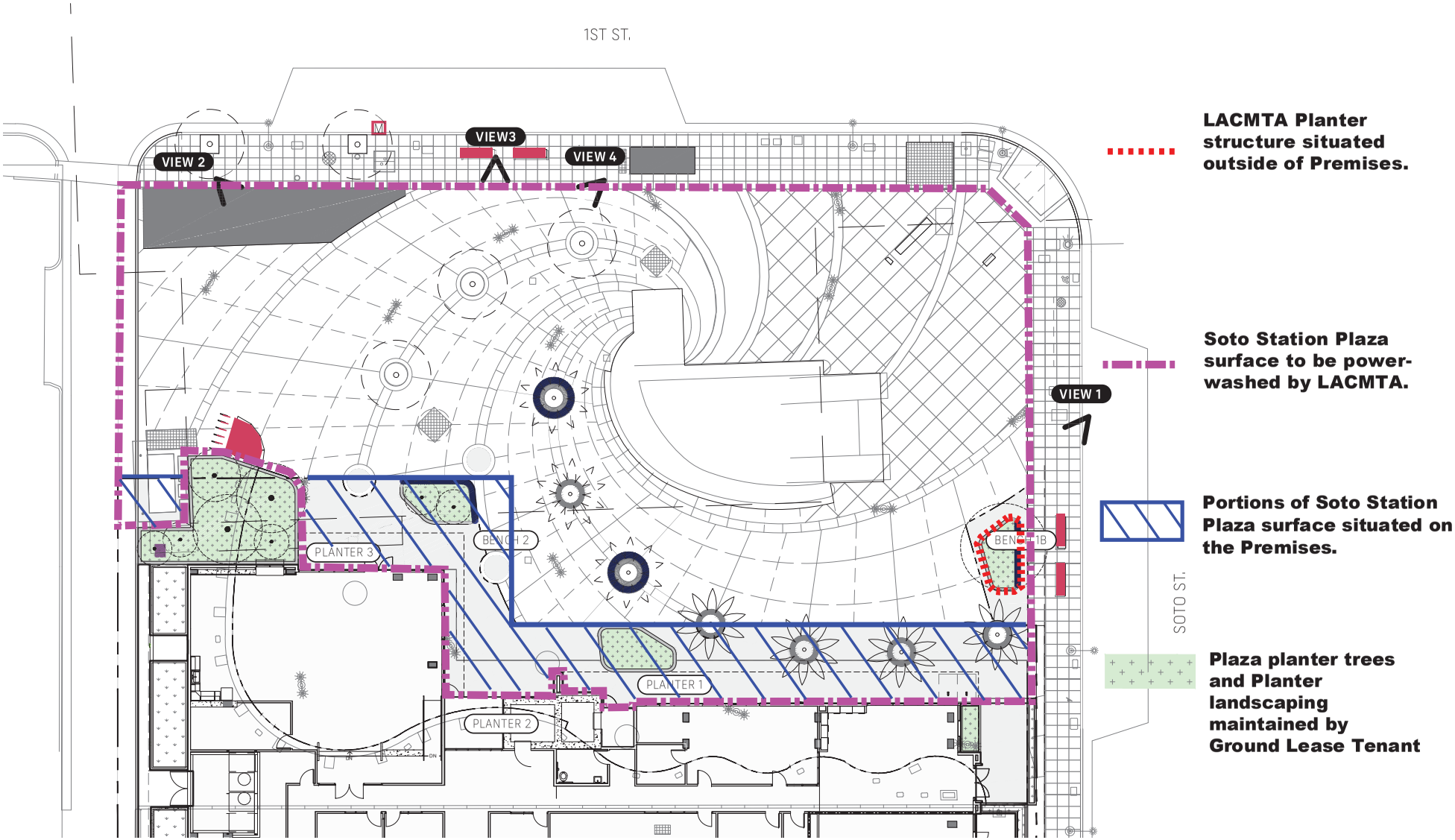
Starting at least three (3) months prior to Completion of the Project, Developer will start a marketing and outreach campaign to target and solicit local, community-based businesses and organizations that may be interested in leasing the Project's 2,440 square foot commercial space.

Project updates will also be provided to the DRAC, BHNC PLUC and BHNC regarding substantial changes to the Project from that included in prior outreach efforts (if any).

Exhibit 6

PLAT DETAILING CERTAIN SOTO STATION PLAZA MAINTENANCE RESPONSIBILITIES

(Attached)



PLAN

11/4/20

SCALE 1" =20'-0"

0 10' 20' 40'

LOS LIRIOS
SOTO ST.
PLAZA DESIGN

SALT

Exhibit 7

ADDITIONAL MITIGATION MEASURES

LACMTA requires that the following mitigation measures be implemented by Ground Lease Tenant in addition to those specified in the Sustainable Communities Environmental Assessment prepared for the Project (City of Los Angeles Department of City Planning Case No. ENV-2019-2314-SCEA) (the "**SCEA**"):

1. Prior to any Project-related earth-moving activity, Ground Lease Tenant shall retain the services of a vertebrate paleontologist approved by the Natural History Museum of Los Angeles County Vertebrate Paleontology Section (the "**Approved Paleontologist**") to manage a paleontologic resource impact mitigation program in support of any earth-moving activities associated with construction.

2. Ground Lease Tenant shall provide LACMTA with a report from the Approved Paleontologist that indicates such Approved Paleontologist's determination whether construction of the Project has the potential, with respect to the soil on the Premises, to require excavation or blasting of parent material in older alluvium or in any younger alluvium lying below the uppermost five feet of such alluvium.

3. Where avoidance of parent material in older alluvium and in any younger alluvium lying below the uppermost five feet of such alluvium is not feasible, Ground Lease Tenant shall:

    3.1. Ensure that all on-site construction personnel receive Worker Education and Awareness Program (WEAP) training that (a) educates such personnel in the regulatory framework that provides for protection of paleontological resources, and (b) provides such personnel with a familiarity with the diagnostic characteristics of the materials with the potential to be encountered and the appropriate procedures to be implemented if fossil remains are uncovered by earth-moving activities.

    3.2. Ensure that the Approved Paleontologist prepares a Paleontological Resource Management Plan ("**PRMP**") to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction.

    3.3. Ensure that the Approved Paleontologist oversees the implementation of the PRMP, if unique paleontological resources are encountered during any excavation or blasting activities on the Premises.

    3.4. Monitor blasting and earth-moving activities in older alluvium and in any younger alluvium lying below the uppermost five feet of such alluvium using a qualified paleontologist or an archeologist that is cross-trained in paleontology (the "**Monitor**") to determine if unique paleontological resources are encountered during any excavation or blasting activities, consistent with the Approved Paleontologist's specified protocols or other comparable protocols.

    3.5. Ensure that the Monitor recovers fossil remains uncovered by earth-moving activities.

    3.6. Ensure that the Monitor records associated specimen/sample data (taxon, element) and corresponding geologic (stratigraphic rock unit, stratigraphic level, lithology) and

geographic site data (location, depth), and will plot site locations on maps of the study area.

3.7. Ensure that all identifiable fossil remains are fully treated and that such treatment includes preparation of the remains by a paleontologic technician to the point of identification; identification to the lowest taxonomic level possible by knowledgeable paleontologists; curating and cataloguing the remains, plotting fossil site locations on maps of the study area, and entry of associated specimen data and corresponding geologic and geographic site data into appropriate computerized data bases by the technician; placement of the remains in the appropriate museum repository fossil collection for permanent storage and maintenance; and archiving of all associated data at the appropriate museum repository, where the data, along with the fossil remains, will be made available for future study by qualified scientific investigators. (Vertebrate and invertebrate fossil remains will be placed in the Natural History Museum of Los Angeles County's Vertebrate Paleontology and Invertebrate Paleontology Sections, respectively. Fossil plant remains will be placed in the University of California Museum of Paleontology.)

3.8. Ensure that the Approved Paleontologist prepares a comprehensive final report of results and findings that describes study area geology/stratigraphy, summarizes field and laboratory methods used, includes a faunal list and an inventory of curated/catalogued fossil remains, evaluates the scientific importance of the remains, and discusses the relationship of any newly recorded fossil site in the study area to relevant fossil sites previously recorded from other areas.

4. Prior to commencement of any construction, Ground Lease Tenant shall retain a qualified archaeologist meeting the Secretary of Interior's Professional Qualifications Standards for archaeology to (a) prepare a Cultural Resources Monitoring and Treatment Plan for known and unknown resources that are eligible or potentially eligible for the California Register or are unique archaeological resources; (b) oversee any archaeological monitors proposed in the plan; and (c) implement RCM CUL-1 as set forth in the SCEA.

City of Los Angeles

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

SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT

Los Lirios Mixed-Use Project

Boyle Heights Community Plan Area
Case Number: ENV-2019-2314-SCEA

Project Location: 111-121 S. Soto Street and 2316-2328 E. 1st Street, Los Angeles, CA 90033

Council District: 14 – José Huizar

Project Description: The Project proposes the development of a 5-story, 64.5-foot high mixed-use affordable housing building consisting 63-affordable units and one-market rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage. The Project Site is 47,239 square feet (1.08 acres) in size and would include approximately 77,945 square feet of building area and a floor-area ratio (FAR) of 1.65 to 1. The Project would not require the demolition of any existing structures. However, part of the Project Site is within the Metro Soto Station Plaza, with which the Project would be integrated. Developments within the vicinity of the Project Site consist primarily of single-family and multi-family residences, and commercial uses along E. 1st Street. The Project Site is accessible by E. 1st Street, with a street designation of Avenue II, S. Soto Street, with a street designation of Avenue II, and is located approximately four blocks east of the US-5 Freeway. To allow for the proposed development, the Project Applicant is requesting the following discretionary approvals: (1) A General Plan Amendment per LAMC Section 11.5.6 to change the Land Use Designation from Low Medium II to Highway Oriented Commercial/Limited Commercial; (2) A JJJ complaint Vesting Zone Change per LAMC Section 12.32(Q) from C2-1-CUGU and RD1.5-1-CUGU to [T][Q]C2-1-1CUGU; (3) Utilizing Developer Incentives per LAMC Section 11.5.11(e), to allow: Rear Yard Reduction to 8’ in lieu of 17’, FAR Increase to 1.65:1 in lieu of 1.5:1, and Parking at 0.5 Spaces Per Unit, including 40% compact; (4) A Site Plan Review per LAMC Section 16.05; (5) Adoption of the SCEA; and (6) Approval of other permits, ministerial or discretionary, as maybe be necessary.

APPLICANT:
East LA Community Corporation
2917 E. 1st Street
Los Angeles, CA 90033

PREPARED BY:
Rincon Consultants, Inc.

PREPARED FOR:
City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 621
Los Angeles, CA 90012

March 2020

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I. INTRODUCTION

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

1. PROJECT INFORMATION

Project Title: Los Lirios Mixed-Use Project

Project Applicant: East LA Community Corporation
2917 E. 1st Street
Los Angeles, CA 90033

Project Location: 111-121 S. Soto Street and 2316-2328 E. 1st Street, Los Angeles, CA 90033

Lead Agency: City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 621
Los Angeles, CA 90012

City Staff Contact: Hagu Solomon-Cary
(213) 978-1361

2. PROJECT SUMMARY

The subject of this SCEA is the proposed Los Lirios Mixed-Use Project (Project). The Project is located on an approximately 47,239 square-foot (1.08 acres) site (Project Site) in the Boyle Heights Community Plan area of the City of Los Angeles (City). The Project Site is located at 111-121 S. Soto Street and 2316-2328 E. 1st Street, and is comprised of six parcels with Assessor Parcel Numbers (APNs) 5183-009-904, 905, 906, 907, 909, and 910. The Project Site includes the Metro Soto Station Plaza at the southwest corner of 1st Street and Soto Street. The Project Site is also surrounded by residences to the south, residences and commercial uses to the west across an alley, residences to the east across S. Soto Street, and residences and commercial uses to the north across E. 1st Street.

The Project proposes the development of a five-story, 64.5-foot high mixed-use affordable housing building consisting 63 affordable units and one market rate manager's unit, and 2,443 square feet of ground floor commercial space. In total, the Project would include approximately 77,945 square feet of building area with a Floor Area Ratio (FAR) of 1.65 to 1. Additionally, the Project would provide approximately 8,171 square feet of open space including a central courtyard, community terrace, roof terrace, community room, exercise room, and private balconies. The Project would provide 50 vehicle parking spaces within one subterranean level. A total of 66 bicycle parking spaces would be provided onsite, including 54 long term and 12 short-term spaces. Vehicle access to the subterranean garage and loading area would be from one entrance along the existing alley adjacent to the Project Site.

To allow for the proposed development, the Project Applicant is requesting the following discretionary approvals:

1. A General Plan Amendment per Los Angeles Municipal Code (LAMC) Section 11.5.6 to change the Land Use Designation from Low Medium II to Highway Oriented Commercial/Limited Commercial;

2. A JJJ complaint Vesting Zone Change per LAMC Section 12.32(Q) from C2-1-CUGU and RD1.5-1-CUGU to [T][Q]C2-1-1CUGU;
3. Utilizing Developer Incentives per LAMC Section 11.5.11(e), to allow: Rear Yard Reduction to 8' in lieu of 17', FAR Increase to 1.65:1 in lieu of 1.5:1, and Parking at 0.5 Spaces Per Unit, including 40% compact;
4. A Site Plan Review per LAMC Section 16.05;
5. Adoption of the SCEA; and
6. Approval of other permits, ministerial or discretionary, as necessary.

3. BACKGROUND INFORMATION ON SENATE BILL 375 AND 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 to incorporate a "sustainable communities strategy" (SCS) into the regional transportation plans to achieve their respective region's greenhouse gas emission reduction targets set by CARB. Correspondingly, SB 375 provides various California Environmental Quality Act (CEQA) streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain objective criteria; one such CEQA streamlining tools is the SCEA.

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the County of Los Angeles (along with the Counties of Imperial, San Bernardino, Riverside, Orange, and Ventura). On April 7, 2016, SCAG's Regional Council adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS). For the SCAG region, CARB has set GHG emissions reduction targets at 8 percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035. The 2016–2040 RTP/SCS outlines strategies to meet or exceed the targets set by CARB. By Executive Order, approved June 28, 2016, CARB officially determined that the 2016–2040 RTP/SCS would achieve CARB's 2020 and 2035 GHG emission reduction targets.

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 2016–2040 RTP/SCS.

4. 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 PRC Section 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;
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 dwelling 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.

5. SCEA PROCESS AND STREAMLINING PROVISIONS

Qualifying TPPs that have incorporated all feasible mitigation measures, performance standards or criteria set forth in the prior applicable EIR (SCAG's 2016–2040 RTP/SCS Program EIR) and that are determined to not result in significant and unavoidable environmental impacts may be approved with a SCEA. The specific substantive and procedural requirements for the approval of a SCEA include the following:

1. An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts of the TPP, 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.
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 any decision maker in any action authorized by Chapter 1 of the LAMC) conducts a public hearing, reviews comments received, and finds the following:
    a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and
    b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:
        i. Changes or alterations have been required 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.

6. REQUIRED FINDINGS

- Based on a review of the entire administrative record, the City finds that preparation of a SCEA in accordance with PRC Sections 21155(a), 21155(b), 21155.2(a), 21155.2(b)(1), and 21155.2(b)(2), is appropriate for the Project for the following reasons: 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 2016-2040 RTP/SCS would achieve the greenhouse gas emission reduction targets.

- The Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the Project area in SCAG's 2016–2040 RTP/SCS.
- The Project qualifies as a TPP pursuant to PRC Section 21155(b), as it contains more than 50 percent residential use; provides a minimum net density greater than 20 dwelling units per acre; and is within 0.5 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan;
- The Project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports and adopted findings made pursuant to PRC Section 21081, including the 2016–2040 RTP/SCS Program Environmental Impact Report (Program EIR);
- All potentially significant effects, significant effects, and potential cumulative effects required to be identified and analyzed pursuant to CEQA have been identified and analyzed in an initial study;
- With respect to each significant effect on the environment required to be identified in the initial study, 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.

Upon circulation of the SCEA to the public, the Project will comply with PRC Section 21155.2(b)(3) and proceed through the SCEA process for compliance with PRC Sections 21155.2(b)(4) through 21155.2(b)(7).

7. ORGANIZATION OF THE SCEA

This SCEA is organized as follows:

I. Introduction: This section (above) provides introductory information about the Project.

II. Project Description: This section provides a detailed description of the proposed Project including the environmental setting, Project characteristics, related Project information, Project objectives, and environmental clearance requirements.

III. SCEA Criteria and Transit Priority Project Consistency: This section identified the Transit Priority Project Criteria and provides an analysis of the Project's consistency with the 2016–2040 RTP/SCS.

IV. 2016-2040 RTP/SCS Program EIR Mitigation Measures: This section identifies all feasible mitigation measures, performance standards, and criteria from the 2016–2040 RTP/SCS Program EIR.

V. Initial Study Checklist: This section contains the completed SCEA Initial Study Checklist showing the significance level under each environmental impact category.

VI. 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.

II. PROJECT DESCRIPTION

1. PROJECT APPLICANT

The Applicant for the Los Lirios Mixed-Use Project (Project) is the East LA Community Corporation (the Applicant).

2. ENVIRONMENTAL SETTING

A. Project Location

The Project Site is located at 111-121 S. Soto Street and 2316-2328 E. 1st Street in the City of Los Angeles. Figure II-1 illustrates the Project Site's location from a regional perspective and Figure II-2 shows the Project Site in a neighborhood context. The approximately 47,239 square-foot (1.08-acre) Project Site includes the at grade Metro Soto Station Plaza at the southwest corner of 1st Street and Soto Street. The Project Site is located in the Boyle Heights Community Plan Area of the City of Los Angeles, in Council District 14. Table II-1 lists the street addresses, Assessor's Parcel Numbers (APNs), and present land use associated with the Project Site and Figure II-2 illustrates the Project Site with associated APN's.

Table II-1
Project Site Location

Street Number	Street Name	Assessor Parcel Number	Present Land Use
119	S. Soto Street	5183-009-904	Vacant
2316, 2318, 2320	E. 1st Street	5183-009-905	Metro Soto Station Plaza
2322, 2322 ½, 2324	E. 1st Street	5183-009-906	Metro Soto Station Plaza
121	S. Soto Street	5183-009-907	Vacant
--[1]	--[1]	5183-009-909	Metro Soto Station
113, 113 ½	S. Soto Street	5183-009-910	Metro Soto Station Plaza

[1] APN 5183-009-909 contains the Metro Soto Station and is comprised of two separate lots (10 and 11). Lot 10 is addressed 2328 E. 1st Street and Lot 11 is addressed 111 S. Soto Street.

Regional and Local Access

The Project Site is accessible by 1st Street with a street designation of Avenue II, Soto Street with a street designation of Avenue II and an alley and is located approximately four blocks east of the US-5 Freeway. Primary vehicular access to the Site is provided via a driveway on Soto Street.

Public Transit

The Project Site is an infill site within a Transit Priority Area (TPA) as defined by CEQA.[1] The roadways adjacent to the Project Site are served by several bus lines managed by the Los Angeles County

[1] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: August 2019.*

Metropolitan Transportation Authority (Metro). Specifically, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770. The Project is also served by the City of Montebello municipal bus line 40. Moreover, the Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Due to its proximity to the bus stops (1st and Soto station is located along the Project Site's northern boundary) and Metro Soto Station Plaza, the Project Site is easily accessible and highly connected with the City of Los Angeles and the greater Los Angeles area.

B. Existing Conditions

There are no existing buildings on the project site, aside from the Soto Station terminal structure on APN: 5183-009-909, in the northeastern portion of the Project Site. The previous buildings on the vacant parcels (5183-009-904 and 5183-009-907) were demolished in 2004 – 2005. Figure II-2 presents an aerial view of the Project Site and photos of the existing conditions on the Site are shown in Appendix G (Phase I Environmental Site Assessment). The Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line.

C. Existing Zoning and Land Use Designations

As discussed previously, the Project Site is comprised of six contiguous parcels in the Boyle Heights Community Plan Area. Four of these parcels along 1st Street are zoned C2-1-CUGU (Commercial Zone – Height District No. 1 – Clean Up Green Up) with a Land Use Designation of Highway Oriented and Limited Commercial. Two of the six parcels front Soto Street and are zoned RD1.5-1-CUGU (Restricted Density Multiple Dwelling Zone – Height District No. 1 – Clean Up Green Up) with a Land Use Designation of Low Medium II Residential.

As part of the Project, the Applicant requests a General Plan Amendment per Los Angeles Municipal Code (LAMC) Section 11.5.6 to change the parcels designated as Low Medium II Residential to Highway Oriented Commercial/Limited Commercial. Additionally, the Applicant requests a JJJ compliant Vesting Zone Change per LAMC Section 12.32 Q to change the existing Project Site zones of C2-1-CUGU and RD1.5-1-CUGU to [T][Q]C2-1-CUGU. C2 Zone is permitted commercial uses listed in LAMC Section 12.14 and residential density of the R4 Zone per LAMC Section 12.11. Height District indicates that the Project Site does not have any height limit and is limited to a maximum FAR of 1.5:1, or 1.5 times the lot area. The Applicant requests a Developer's Incentive under Measure JJJ to allow a maximum FAR of 1.65:1 in lieu of 1.5:1.

Per the City's Zone Information & Map Access System (ZIMAS), the Project Site is located in a Methane Zone and is in the City's Bureau of Engineering (BOE) Special Grading Area. In addition, the Project Site is also within a Clean Up Green Up Supplemental Use (CUGU) District and would be required to comply with the provisions set forth in LAMC Section 13.18. The purpose of the CUGU District is to reduce cumulative health impacts resulting from land uses including, but not limited to, concentrated industrial land use, on-road vehicle travel, and heavily freight-dominated transportation corridors, which are incompatible with the sensitive uses to which they are in close proximity, such as homes, schools and other sensitive uses. The Proposed Project is a mixed-use development containing commercial and residential uses and does not include uses which would significantly increase cumulative health impacts and be considered incompatible with sensitive uses.

D. Surrounding Land Uses

The Project Site is also surrounded by adjacent residences to the south, residences and commercial uses to the west across an alleyway, residences to the east across Soto Street, and residences and commercial uses to the north across 1st Street. Photographs of surrounding land uses are shown in Appendix G (Phase I Environmental Site Assessment).

3. PROJECT CHARACTERISTICS

A. Project Overview

The Project involves the development of a 5-story, 64.5-foot high mixed-use affordable housing building consisting 63-affordable units and 1-market rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage. The residential units would include 13 studios, 18 one-bedrooms, 17 two-bedrooms, and 16 three-bedrooms. The proposed approximately 77,945 square-foot building would be 5 stories and a maximum of 64.5 feet tall (71 feet to the top of stairs and elevator towers per LAMC 12.0). The Project would provide 66 bicycle parking spaces including 54 long term and 12 short term spaces. Additionally, the Project would provide approximately 8,171 square feet of open space including a central courtyard, community terrace, roof terrace, community room, exercise room, and private balconies. The Project's plans are shown on Figures II-3 through II-14.

Design and Architecture

The proposed building provides a variety of architectural materials, building planes and ground-level façade transparency, while also providing a pedestrian-scale street level. The design of the proposed building alternates different textures, colors, materials, and distinctive architectural treatments have been developed with the intent to add visual interest and avoid repetitive facades. Moreover, the proposed Project is designed and oriented to connect the Project Site with the Metro Soto Station Plaza as well as E. 1st Street and S. Soto Street.

Open Space and Landscaping

The distribution of open space throughout the Project Site at various orientations, scales, and levels is intended to create opportunities for a wider variety of activities and allow each space to be shared by a smaller group of residents for community engagement and interaction. Residential amenities offered throughout the Project include: central courtyard, community terrace, roof terrace, community room, exercise room, and private balconies. As shown in Figures II-13 and II-14, the Project would include hardscape improvements to the station's plaza (ex. new materials, furnishings, children's play features/equipment) and installation of 16 new trees (primarily via boxed plantings). See Table II-2for required and proposed open space square-footage.

Table II-2
Open Space Summary

Land Use	Units	Open Space Requirement	Open Space Required (sf)
Studio	13	100 sf/unit	1,300
1-Bedroom	18	100 sf/unit	1,800
2-Bedroom	17	125 sf/unit	2,125
3-Bedroom	16	175 sf/unit	2,800
Total Required Open Space	*8,025*		
Proposed Open Space	**Open Space (sf)**		
Central Courtyard	1,460		
Community Terrace	1,065		
Roof Terrace	1,840		
Community Room	2,245		
Exercise Room	610		
Private Balconies	1,800		
Total Provided Open Space	**8,171**		

sf = square feet
Source: Gonzalez Goodale Architects, 2020.

Sustainability Features

The proposed building would meet and/or exceed all City Building Code and Title 24 requirements. As such, the building would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star®-rated appliances, water saving/low-flow fixtures, non-volatile organic compound paints/adhesives, drought-tolerant planting, and high performance building envelopment.

As shown in Figure II-10, the project would implement approximately 1,152 square feet of solar panels on the roof of the mixed-use building. As shown in Figure II-3, the project would include electric vehicle charging systems (EVCS) as well as clean air and electric vehicle ready parking spaces in the subterranean parking garage.

B. Access and Parking

Access to the Project would be designed to be pedestrian-friendly and promote pedestrian access to the Project from the Metro Soto Station Plaza. Vehicle access to the Project and associated parking facility would be provided via the proposed driveway located on the east side of the alleyway along the westerly property frontage which can be accessed from E. 1st Street.

Parking for the Project would be provided in one level of subterranean parking. See Table II-3 for parking spaces required and provided by the Project. As shown, the Project will provide a total of 50 residential vehicle parking spaces and one exterior loading space at the southwestern corner of the Site.

Table II-3
Parking Summary

Land Use	Parking Requirement	Units	Spaces Required
Affordable Units	0.5 space/unit	63	32
Manager's Unit	2 space/unit	1	2
Commercial	2 spaces/1,000 sf	2,443 sf	5
Parking Required	*39*		
Parking Provided	**50**		

sf = square feet
Source: Gonzalez Goodale Architects, 2020.

To encourage and facilitate the use of public transportation and bicycle use by employees, residents, and visitors, the Project would include 66 bicycle parking spaces including 54 long term spaces and 12 short term spaces (See Table II-4).

Table II-4
Bicycle Parking Summary

Type of Parking	Parking Requirement	Units	Spaces Required
Residential			
Long-Term	1 space/unit	1-25	25
	1 space/1.5 units	26-64	26
Short-Term	1 space/ 10 units	1-25	2.5
	1 space/15 units	26-64	2.6
Commercial			
Long-Term	1 space/2,000 sf	2,443	2.1
Short-Term	1 space/2,000 sf	2,443	2.1
Bicycle Parking Required	*53 Long Term + 7 Short Term*		
Bicycle Parking Provided	**54 Long Term + 12 Short Term**		

sf = square feet
Source: Gonzalez Goodale Architects, 2020.

C. Construction Details

The Project is anticipated to start construction in 2020, with operation beginning in 2021. Implementation of the project would require a cut of approximately 12,946 cubic yards of soil and 38 cubic yards of fill, resulting in a net export of 12,908 cubic yards. Because the Project Site is located in a City designated Bureau of Engineering (BOE) Special Grading Area, the Applicant would be required to prepare a proposed hauling route plan for review and approval by the Board of Building and Safety Commission.

D. Project Design Feature

The Project Applicant would include the following project design feature (PDF) into the design and implementation of the Project that would reduce or negate potential impacts concerning hazardous conditions at the Project site.

Hazards PDF

To mitigate the potential risk of soil vapor intrusion into the proposed structure, the Project will incorporate a soil vapor mitigation technology into the design of the Project.

4. PROJECT OBJECTIVES

The objectives of the Project are as follows:

- To establish infill development providing housing on site to serve the local community in a manner consistent with the City's General Plan and Boyle Heights Community Plan;
- To provide a development that is compatible and complementary with surrounding land uses;
- To facilitate the redevelopment/improvement of six parcels which are currently partially vacant within a Transit Priority Area; and
- To provide multi-family affordable housing close to employment opportunities, urban amenities, and mass transit opportunities.

5. DISCRETIONARY ACTIONS AND APPROVALS

The Department of City Planning is the lead agency for the Project. In order to permit development of the Project, the City may require approval of one or more of the following discretionary actions:

1. Pursuant to LAMC Section 11.5.6, a Land Use Designation change from Low Medium II to Highway Oriented Commercial/Limited Commercial.
2. Pursuant to LAMC Section 12.32(Q), a Zone change from C2-1-CUGU and RD1.5-1-CUGU to [T][Q]C2-1-1CUGU.
3. Pursuant to LAMC Section 11.5.11(e), a Rear Yard Reduction to 8' in lieu of 17', FAR Increase to 1.65:1 in lieu of 1.5:1.
4. Pursuant to LAMC Section 11.5.11(e), Parking at 0.5 Spaces Per Unit, including 40% compact.
5. Pursuant to LAMC Section 16.05, a Site Plan Review
6. Adoption of the SCEA.
7. Demolition, grading, excavation, and building permits.
8. Other permits, ministerial or discretionary, as may be necessary pursuant to various sections of the LAMC from the City of Los Angeles Department of Building and Safety (and other municipal agencies) in order to execute and implement the Project. Such approvals may include, but are not limited to landscaping plan approvals, stormwater discharge permits, permits for temporary street closures, installation and hookup approvals for public utilities, haul route approvals, and related permits.

6. RELATED PROJECTS

State *CEQA Guidelines* Section 15063(b) requires that Initial Studies consider the environmental effects of a proposed project individually as well as cumulatively. Cumulative impacts are two or more individual

effects which, when considered together, are considerable or which compound or increase other environmental impacts (State *CEQA Guidelines* Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts (State *CEQA Guidelines* Section 15130[b][1][A]).

All proposed projects that could produce a related or cumulative impact on the local environment when considered in conjunction with the Project are included in this SCEA. For an analysis of the cumulative impacts associated with these related projects and the Project, cumulative impact discussions are provided under each individual environmental impact category in Section VI, Sustainable Communities Environmental Analysis.

Table II-5 lists 31 projects, including all proposed or reasonably foreseeable projects within the study area that are expected to be completed by the anticipated Project buildout and occupancy.

The list of related projects is not intended to be an exhaustive list of projects that may occur during the construction period, which cannot be known in an absolute way. Instead, the list is intended to demonstrate the reasonably anticipated magnitude of development that may occur in the study area during this period based on projects currently on file with appropriate local municipalities. Furthermore, the related projects list provides a conservative analysis as it is unlikely that all of the projects on the list will be developed due to various circumstances that could arise during the typical planning process. The locations of the related projects are shown on Figure II-15.

Table II-5
List of Related Projects

ID	Location	Status	Project Type	Size	
1	1510 N. San Pablo Street	Proposed	Medical Office	120,000	sf
			Research & Development	465,000	sf
2	2901 E. Olympic Boulevard	Proposed	Apartment	4,400	du
			Retail	185,000	Sf
			Office	125,000	sf
			Daycare Center	15,000	sf
			Library	15,000	sf
3	950 East 3rd Street	Proposed	Apartment	635	du
			Retail/Restaurant	30,062	sf
			School	532	students
4	3401 E. 1st Street	Proposed	Apartment	49	du
			Retail	10,000	sf
5	963 E. 4th Street	Proposed	Office	78,600	sf
			Retail	25,000	sf
			Restaurant	20,000	sf
6	2051 E. 7th Street	Proposed	Apartments	320	du
			Restaurant	5,000	sf
			Retail	15,000	sf
7	826 S. Mateo Street	Proposed	Condominium	90	du
			Retail	11,000	sf
			Restaurant	5,600	sf

Table II-5
List of Related Projects

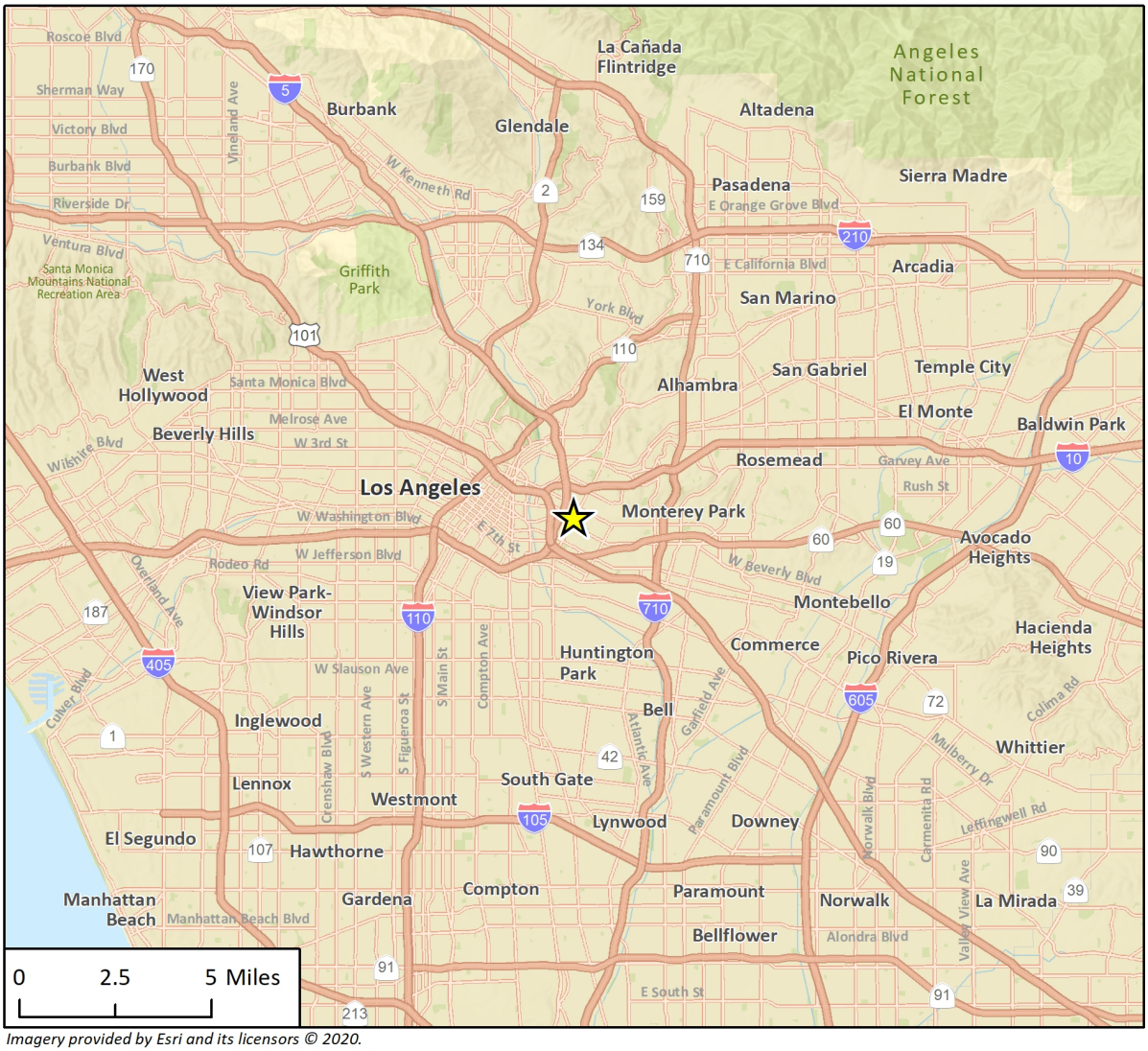
ID	Location	Status	Project Type	Size	
8	555 S. Mateo Street	Proposed	Retail	153,000	sf
9	2030 E. 7th Street	Proposed	Office	243,583	sf
			Retail	40,000	sf
10	540 S. Santa Fe Avenue	Proposed	Office	89,825	sf
11	1030 N. Soto Street	Proposed	Hotel	81	rooms
12	2407 E. 1st Street	Proposed	Apartment	81	du
			Retail	5,000	sf
13	410 N. Center Street	Proposed	Office	110,000	sf
14	500 S. Mateo Street	Proposed	Restaurant	12,882	sf
15	2130 E. Violet Street	Proposed	Office	94,000	sf
			Retail	7,500	sf
16	929 E. 2nd Street	Proposed	Retail	37,974	sf
			Other	71,078	sf
17	2420 E. Cesar Chavez Avenue	Proposed	Apartment	77	du
			Bank	4,000	sf
			Health Club	4,000	sf
18	520 S. Mateo Street	Proposed	Apartment	600	du
			Office	30,000	sf
			Retail	15,000	sf
			Restaurant	15,000	sf
19	2650 E. Olympic Boulevard	Proposed	Apartment	1,030	du
			Office	219,258	sf
			Supermarket	31,285	sf
			High-Turnover Restaurant	26,070	sf
			Drinking Place	15,642	sf
			Retail	15,642	sf
			Coffee Shop	2,607	sf
			Bank	2,607	sf
20	527 S. Colyton Street	Proposed	Apartment	310	du
			Retail	11,375	sf
			Office	11,736	sf
21	940 E. 4th Street	Proposed	Apartment	93	du
			Retail	14,248	sf
			Office	6,000	sf
22	806 E. 3rd Street	Proposed	Restaurant	18,327	sf
23	640 S. Santa Fe Avenue	Proposed	Office	91,185	sf
			Retail	9,430	sf
			Restaurant	6,550	sf
24	443 S. Soto Street	Proposed	Elementary School	625	students

Table II-5
List of Related Projects

ID	Location	Status	Project Type	Size	
25	2143 E. Violet Street	Proposed	Apartment	320	du
			Office	224,292	sf
			Retail	46,670	sf
26	676 S. Mateo Street	Proposed	Apartment	185	du
			Retail	27,280	sf
27	1000 S. Santa Fe Avenue	Proposed	Market	14,193	sf
			Health Club	6,793	sf
			Restaurant	10,065	sf
28	220 N. Center Street	Proposed	Apartment	430	du
			Retail	8,742	sf
29	810 E. 3rd Street	Proposed	Apartment	4	du
			Restaurant	3,541	sf
			Retail	6,171	sf
30	2110 Bay Street	Proposed	Apartment	99	du
			Affordable Housing	11	du
			Office	113,350	sf
			Retail	43,657	sf
31	401 S. Hewitt Street	Proposed	Office	255,500	sf
			Retail	4,970	sf
			Restaurant	9,940	sf

sf = square feet; du = dwelling units;
Source: Linscott Law & Greenspan, Transportation Impact Study, Los Lirios Mixed-Use Project (Appendix D).

Figure II-1 Regional Location



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Project Location

N

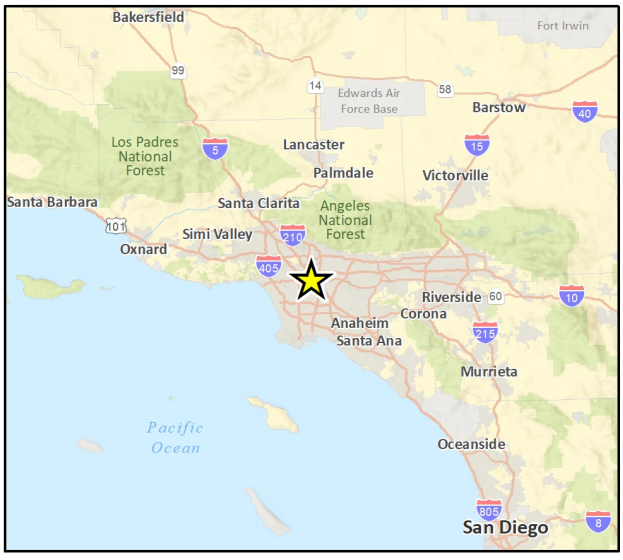

Figure II-2 Project Location



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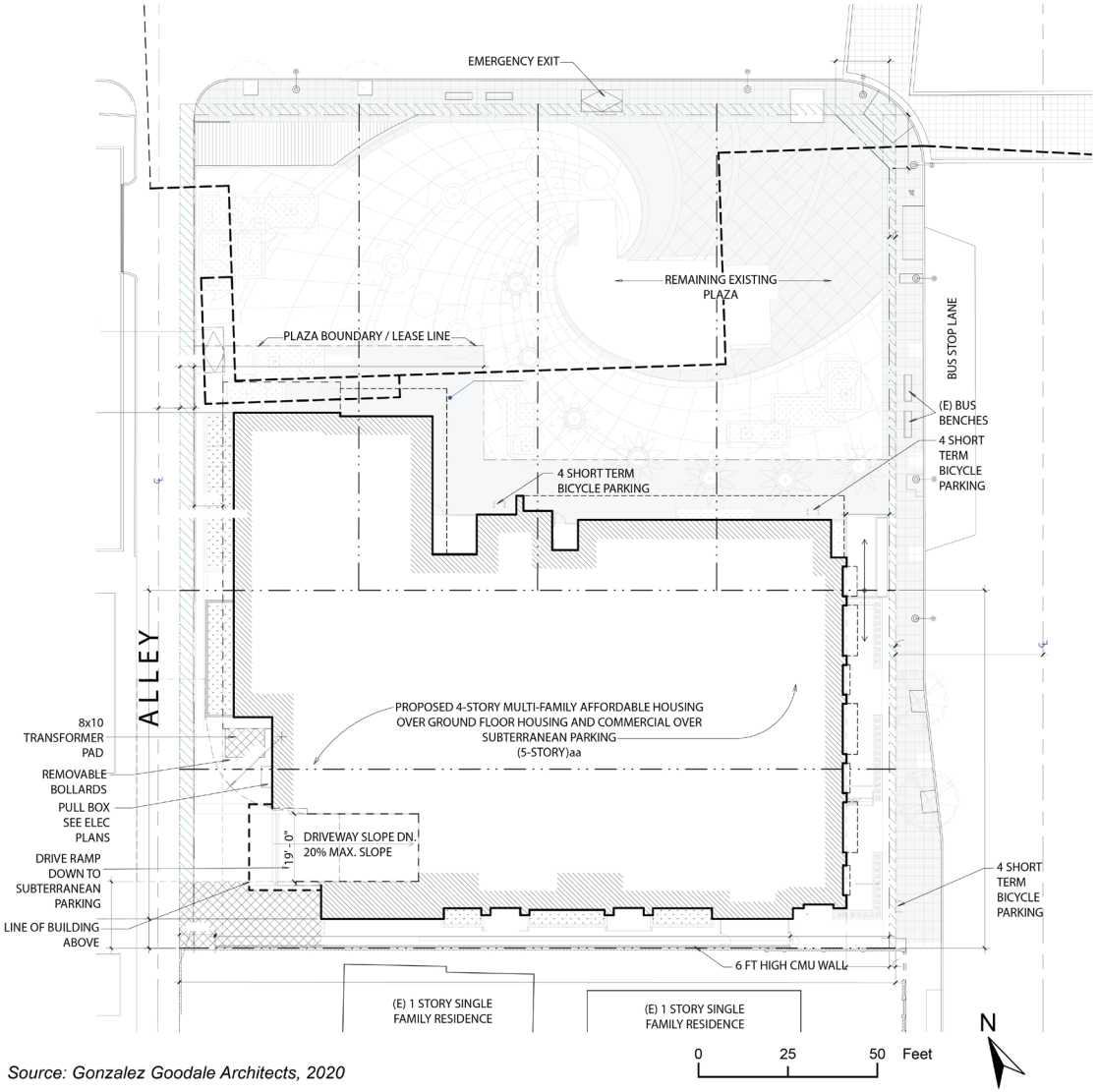
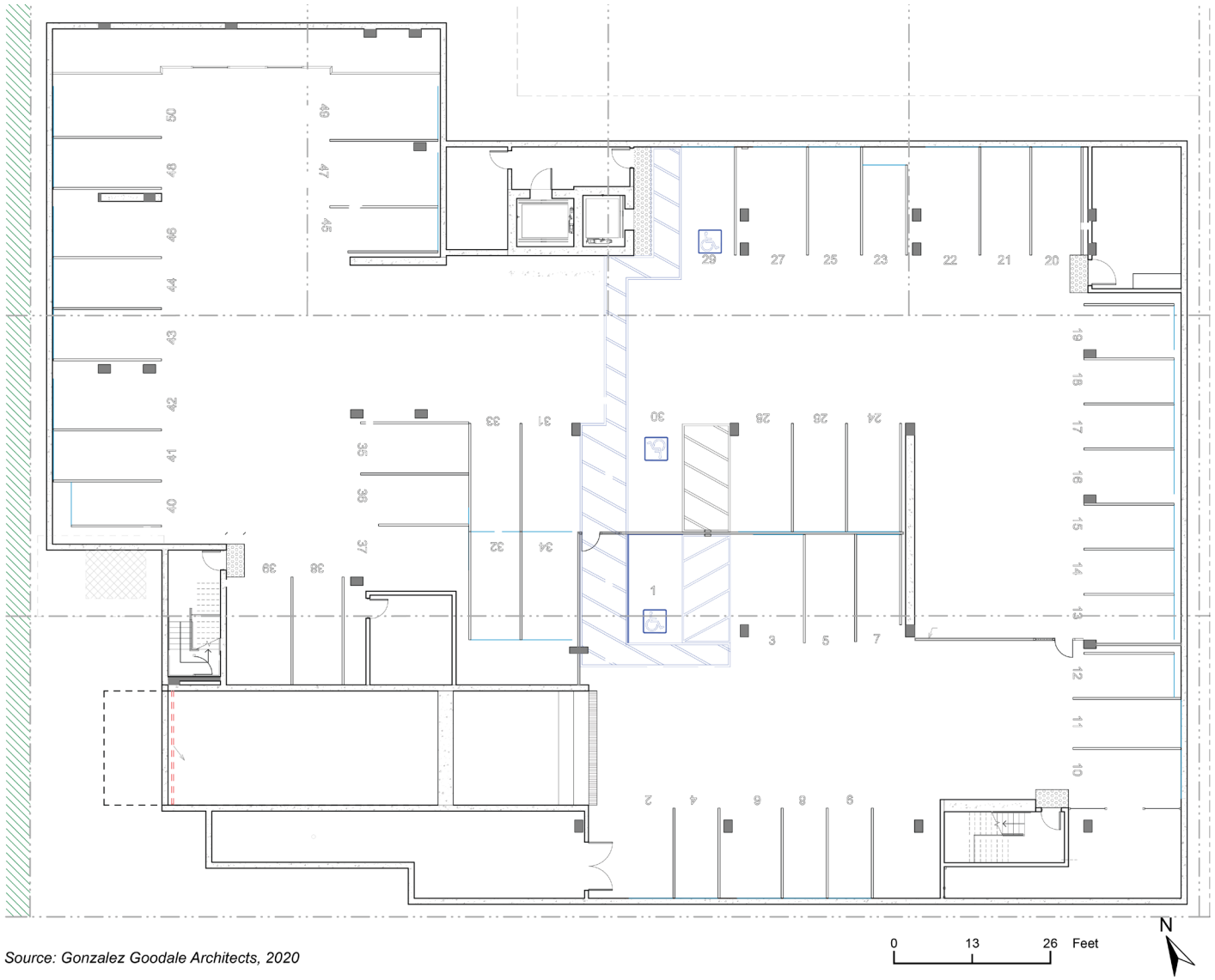
Figure II-3 Site Plan



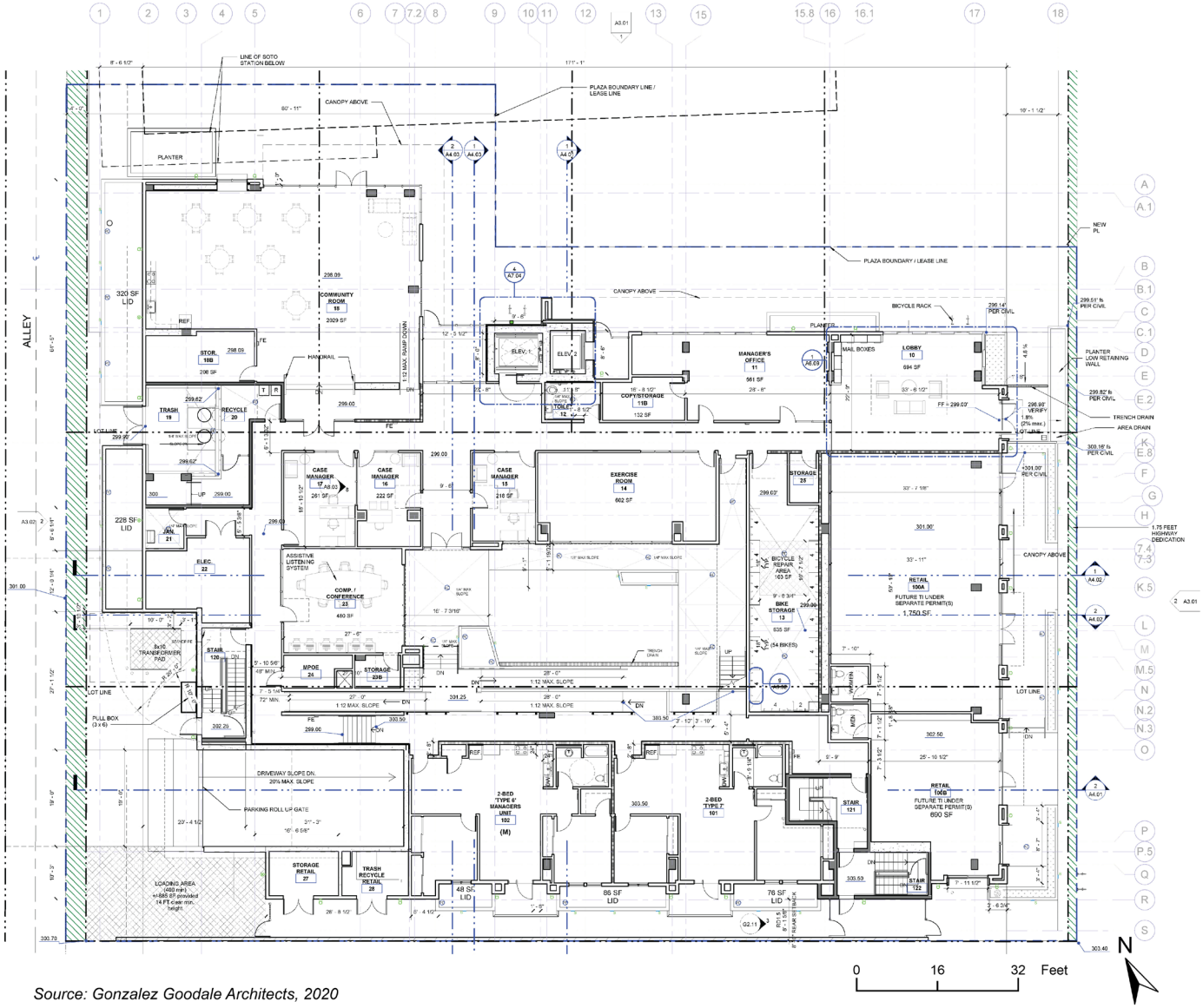
Source: Gonzalez Goodale Architects, 2020

Figure II-4 Parking Floor Plan



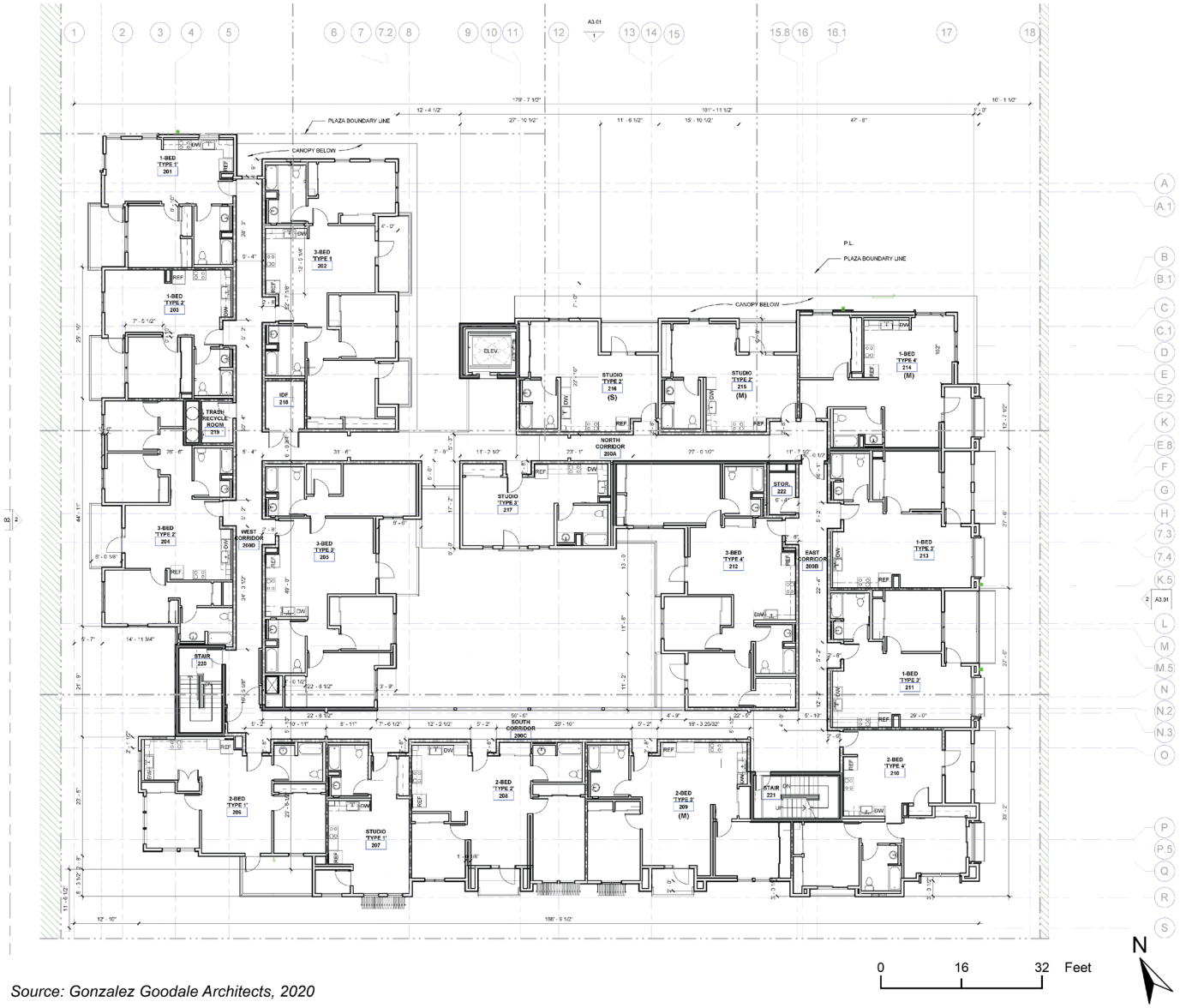
Source: Gonzalez Goodale Architects, 2020

Figure II-5 First Floor Plan



Source: Gonzalez Goodale Architects, 2020

Figure II-6 Second Floor Plan



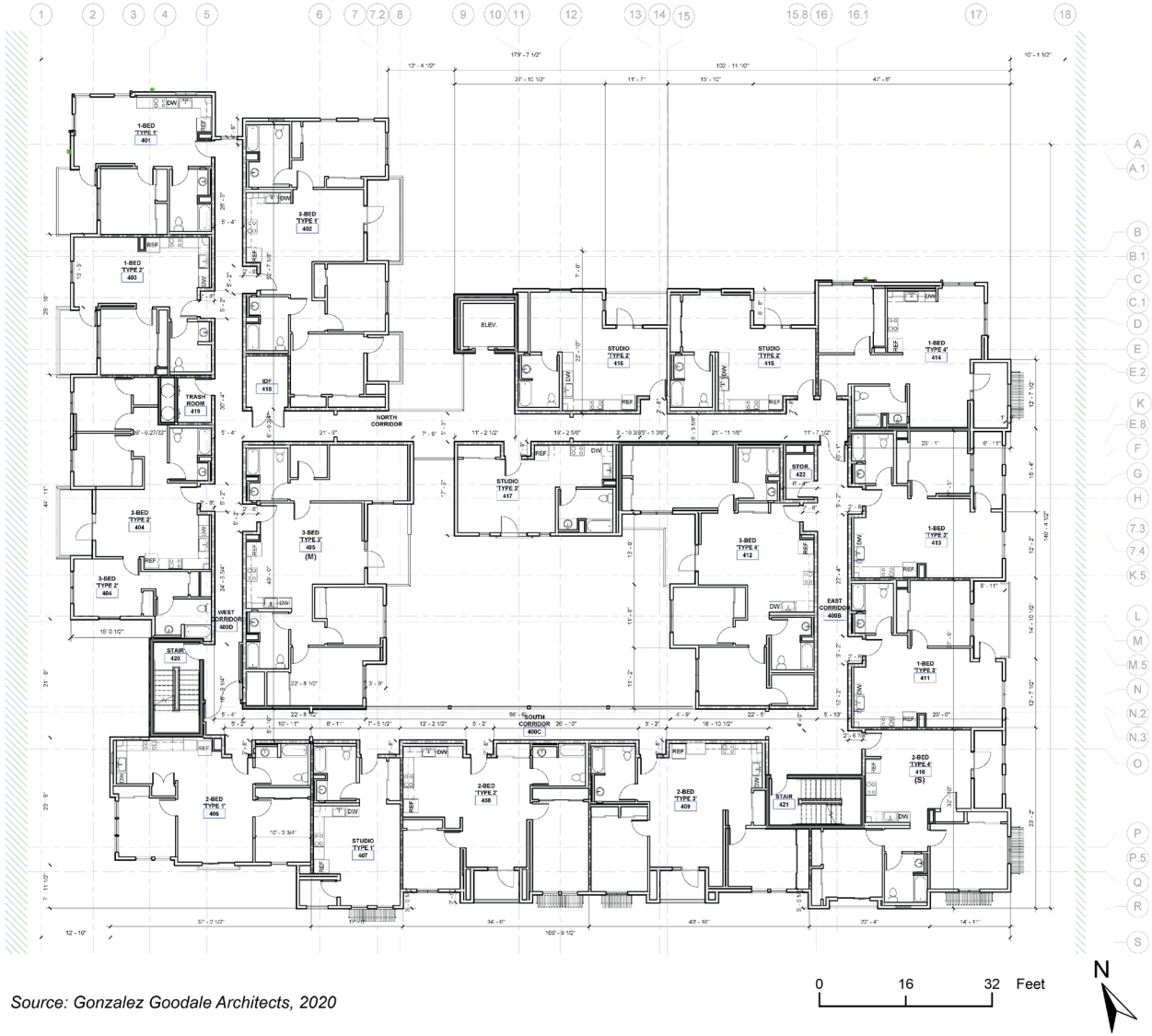
Source: Gonzalez Goodale Architects, 2020

Figure II-7 Third Floor Plan



Source: Gonzalez Goodale Architects, 2020

Figure II-8 Fourth Floor Plan



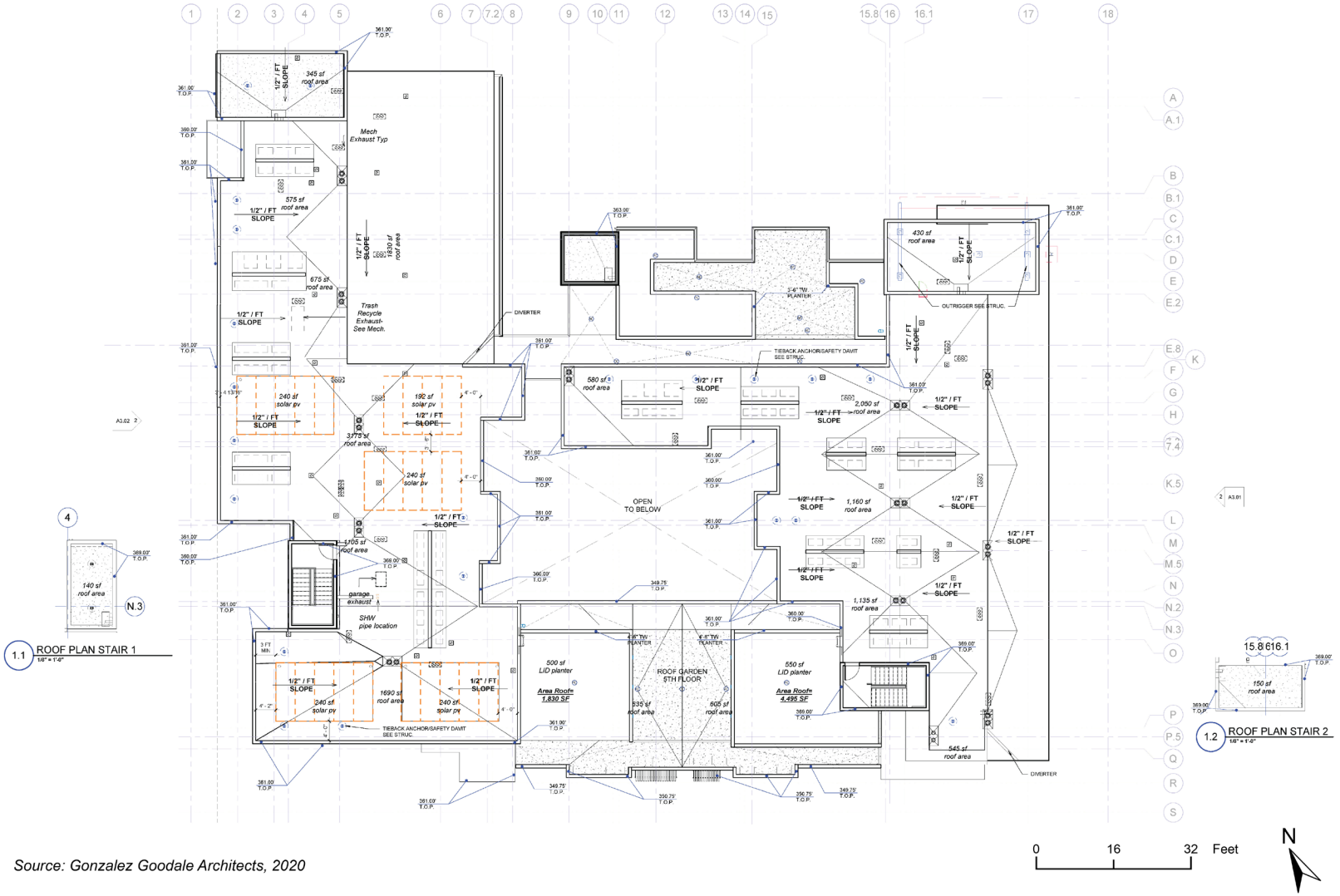
Source: Gonzalez Goodale Architects, 2020

Figure II-9 Fifth Floor Plan



Source: Gonzalez Goodale Architects, 2020

Figure II-10 Roof Plan



Source: Gonzalez Goodale Architects, 2020

Figure II-11 Exterior Elevations (North and East)



1 NORTH ELEVATION



2 EAST ELEVATION

0 15 30 Feet

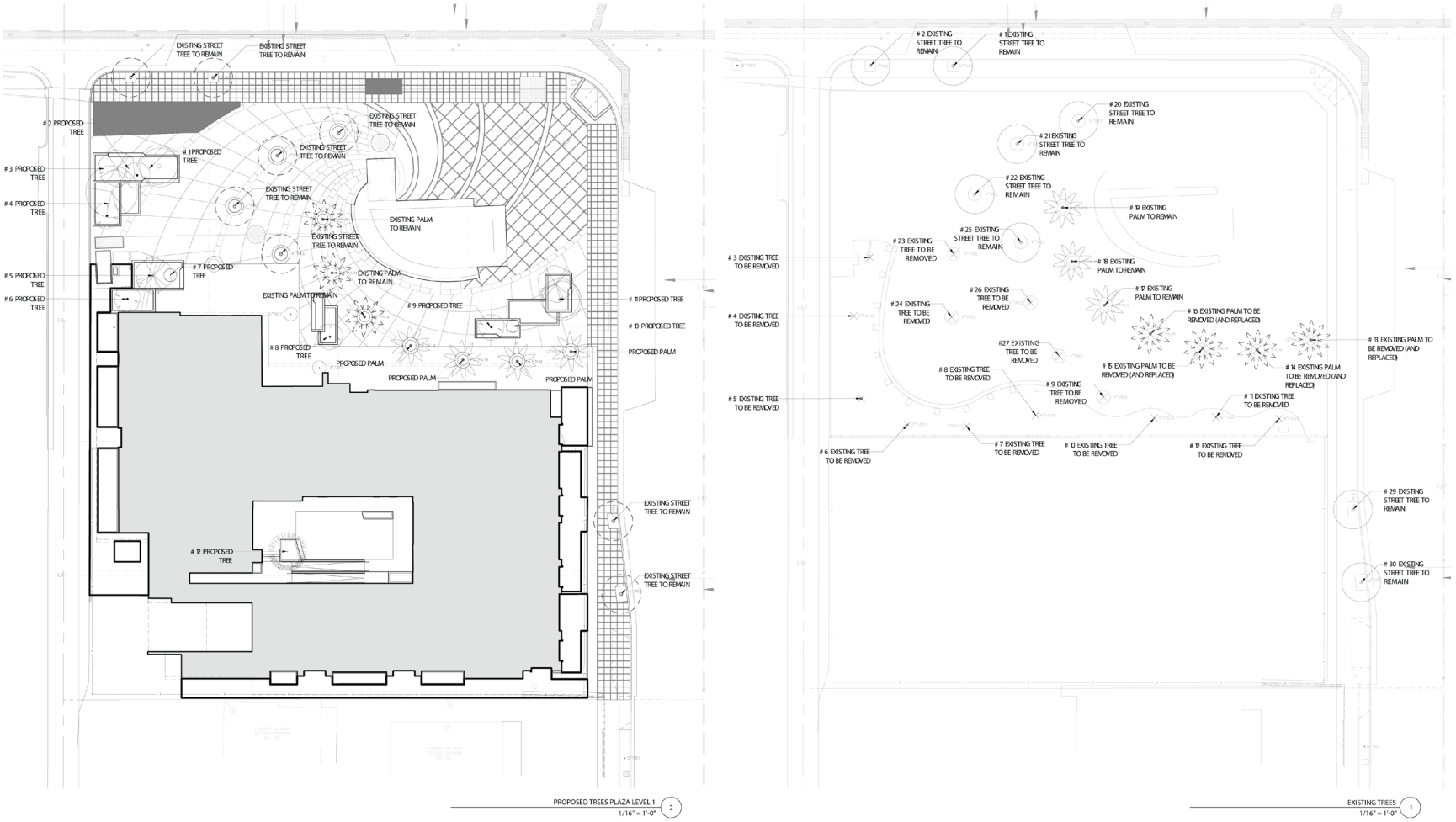
Source: Gonzalez Goodale Architects, 2020

Figure II-12 Exterior Elevations (South and West)



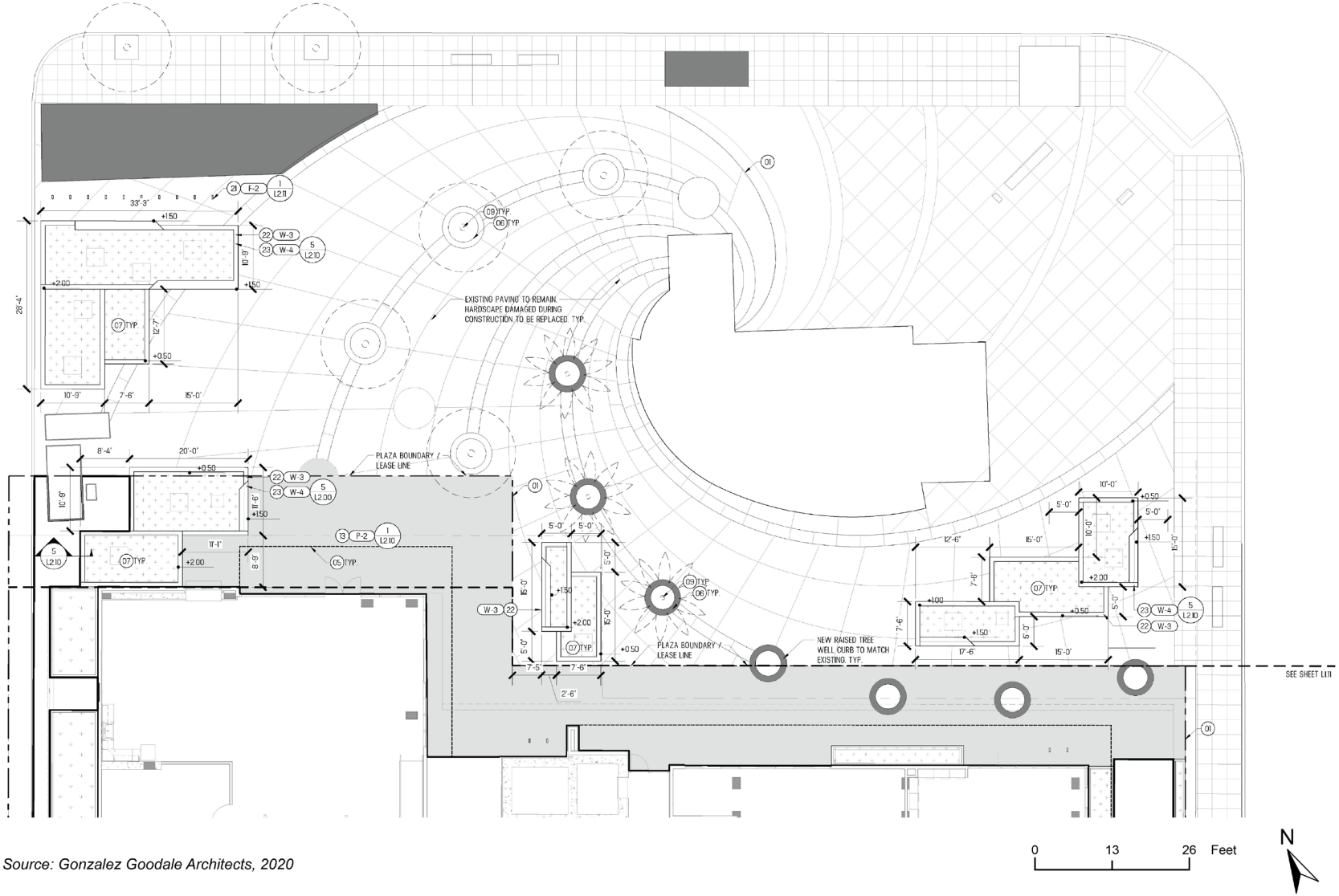
Source: Gonzalez Goodale Architects, 2020

Figure II-13 Planting Plan



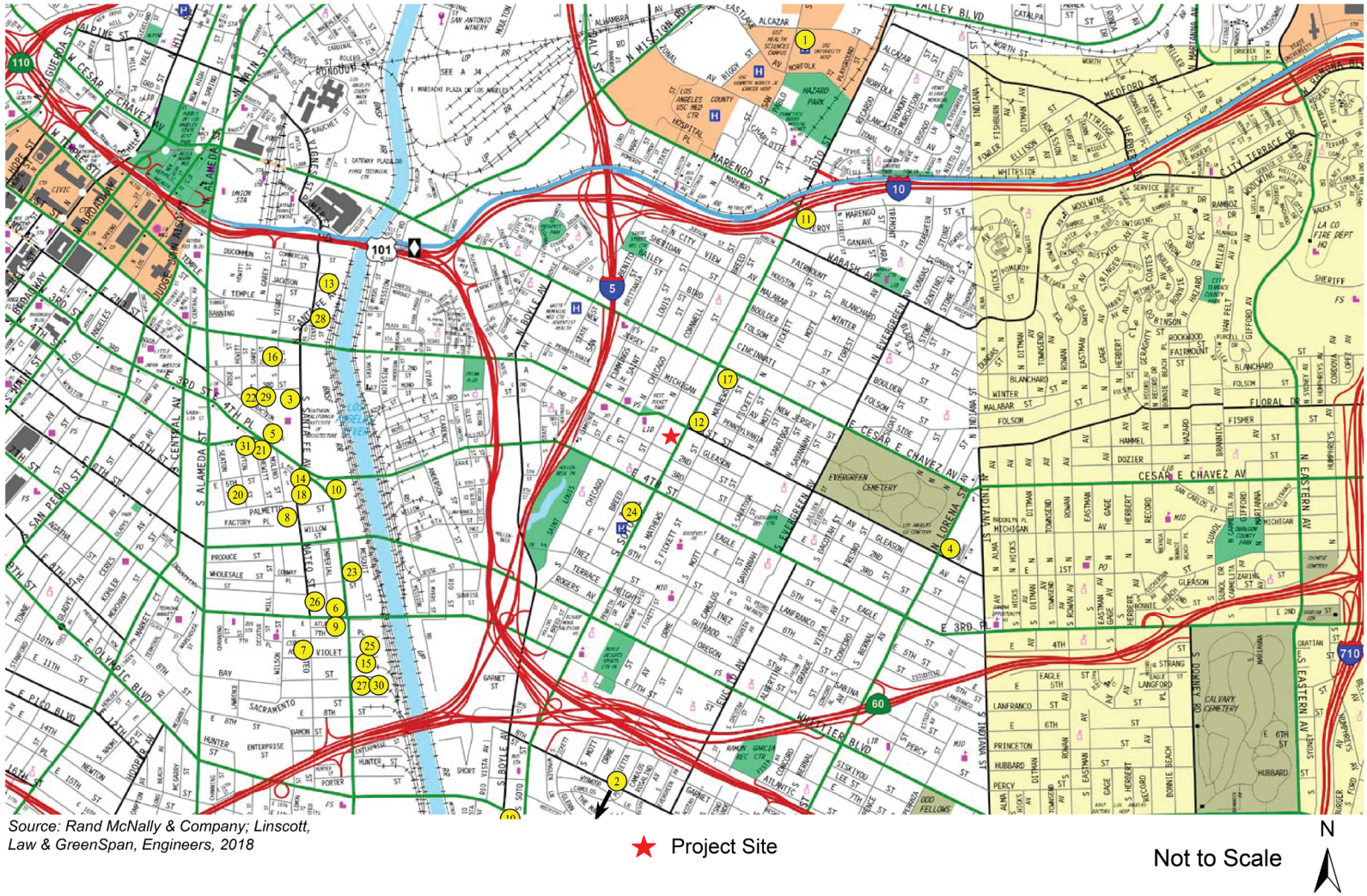
Source: Gonzalez Goodale Architects, 2020

Figure II-14 Hardscape Plan



Source: Gonzalez Goodale Architects, 2020

Figure II-15 Location of Related Projects



Source: Rand McNally & Company; Linscott, Law & GreenSpan, Engineers, 2018

III. SCEA CRITERIA AND TRANSIT PRIORITY PROJECT CONSISTENCY ANALYSIS

1. SENATE BILL 375

The State of California adopted SB 375, 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 reduction mandates. SB 375 requires the State's 18 metropolitan planning organizations to incorporate a "sustainable communities strategy" into the regional transportation plans to achieve their respective region's greenhouse gas emission reduction targets set by California Air Resources Board (CARB). The Southern California Association of Governments (SCAG) is the metropolitan planning organization that has jurisdiction over the Project Site.

For the SCAG region, pursuant to SB 375, CARB set greenhouse gas (GHG) emissions reduction targets that were updated in 2018 to an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions, which became effective October 1, 2018.[1] On April 7, 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. The 2016 RTP/SCS outlines strategies that meet or exceed these targets set by CARB.[2] On June 28, 2016, pursuant to California Government Code Section 65080(b)(2)(1), CARB accepted SCAG tensity, and applicab

for the project area in SCAG's 2016 RTP/SCS;

2. Contains at least 50 percent residential use, based on total building square project contains between 26 percent and 50 percent nonresidential uses, a flo less than 0.75;
3. Provide a minimum net density of at least 20 units per acre; and
4. Is located within one-half mile of a major transit stop or high-quality transit c the 2016-2040 RTP/SCS.

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[1] *California Air Resources Board, SB 375 Regional Plan Climate Targets, website: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets, accessed: August 2019.*

[2] *Southern California Association of Governments, 2016–2040 Regional Transportation Plan / Sustainable Communities Strategy, Introduction, April 19, 2012.*

[3] *California Air Resources Board, Executive Order No. G-16-066, website: https://www.arb.ca.gov/cc/sb375/scag_executive_order_g_16_066.pdf, accessed: August 2019.*

As discussed below, the Project qualifies as a TPP pursuant to the criteria set by PRC Section 21155 and outlined above.

Consistency with Criterion #1: *Project consistency with use designation, density, building intensity, and applicable policies specified for the Project area in SCAG's 2016-2040 RTP/SCS.*

Use Designation, Density, and Building Intensity

For the 2016-2040 RTP/SCS, using data collected from local jurisdictions, SCAG categorized existing land use into land use types, then combined the land use types into 35 Place Types (see Figure III-1) and classified sub-regions into one of three land use development categories (LDCs): urban, compact, or standard.[4] SCAG used each of these categories to describe the conditions that exist and/or are likely to exist within each specific area of the region.[5] SCAG notes that the LDCs utilized in the RTP/SCS are not intended to represent detailed land use policies, but are used to describe the general conditions likely to occur within a specific area if recently emerging trends, such as transit-oriented development, were to continue in concert with the implementation of the 2016-2040 RTP/SCS.

The SCAG designation for the Project Site is "Urban" LDC, the highest density and most intense land development category assessed in the 2016-2040 RTP/SCS (refer to Figures III-2 and III-3). The RTP/SCS defines the Urban areas as often found within and directly adjacent to moderate and high-density urban centers. The most intense development types are anticipated in the Urban LDC, as compared to Compact and Standard LDCs. The 2016-2040 RTP/SCS states the following:

> "nearly all urban growth in these areas would be considered infill or redevelopment. The majority of housing is multi-family and attached single-family (townhome), which tend to consume less water and energy than the large types found in greater proportion in less urban locations. These areas are supported by high levels of regional and local transit service. They have well-connected street networks, and the mix and intensity of uses result in a highly walkable environment. These areas offer enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle."[6]

The Urban LDC consists of multiple urban footprint scenario models, including Urban Mixed Use, Urban Residential, Urban Commercial, City Mixed Use, City Residential, City Commercial, Town Mixed Use, Town Residential, and Town Commercial [7] The Project Site would be consistent with the City Mixed Use place types within the Urban LDC, which is defined below.

> City Mixed Use: City Mixed Use areas are transit-oriented and walkable, and contain a variety of uses and building types. Typical buildings are between 5 and 30 stories tall, with ground-floor retail space, and offices and/or residences on the floors above. Parking is usually structured below or above ground.

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[4] *SCAG, 2016-2040 RTP/SCS, Page 20, accessed at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf.*

[5] *SCAG, 2016-2040 RTP/SCS, Pages 20-21, accessed at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf.*

[6] *Ibid.*

[7] *SCAG, 2016-2040 RTP/SCS Background Documentation, Reference Document 9, 2016; SCAG, 2016-2040 RTP/SCS Background Documentation, Reference Document 6.*

Figure III-1 SCAG General Plan Land Use Types



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Figure III-2 Forecasted Regional Development Types by Land Development Categories (2012)

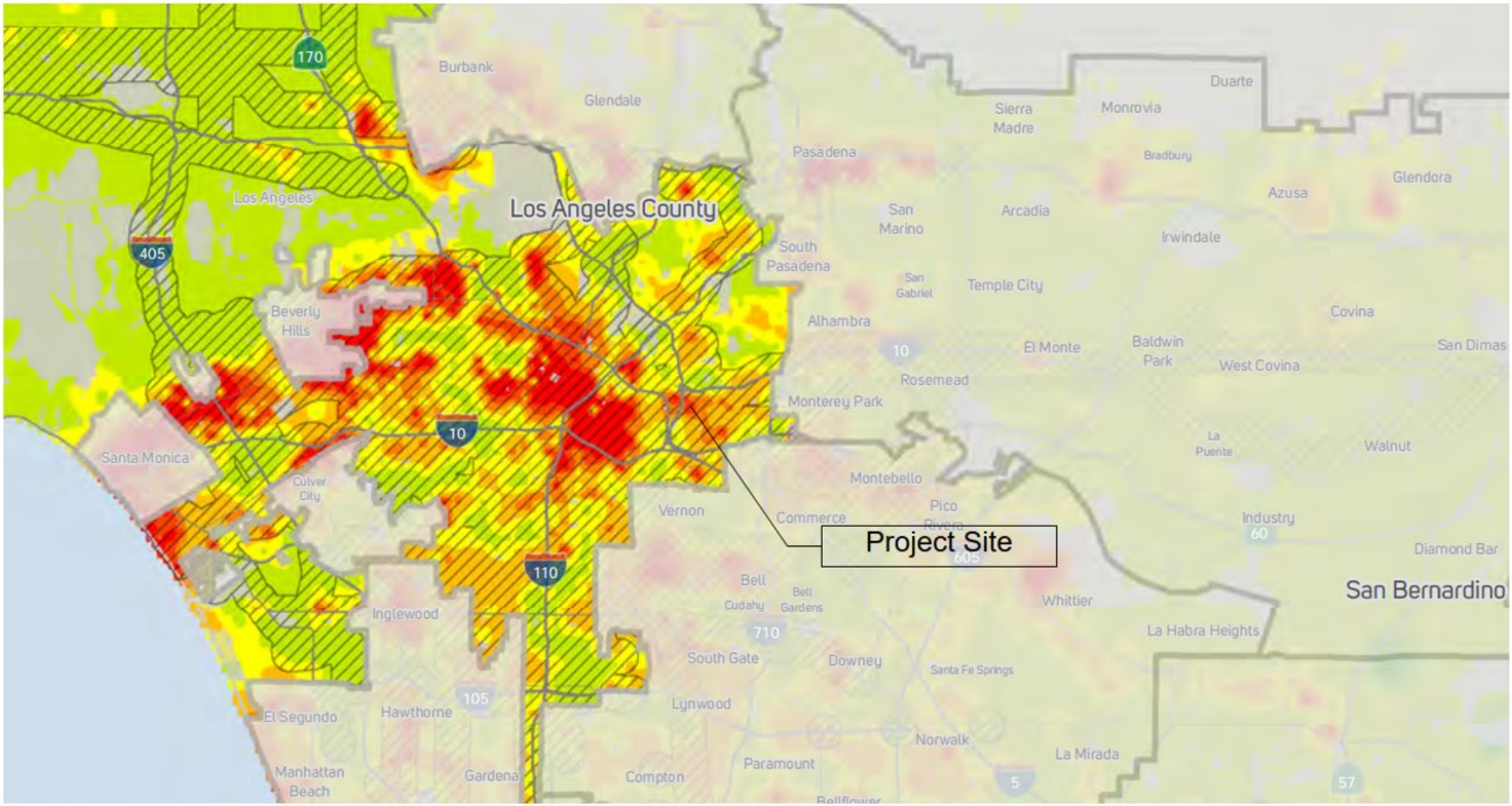
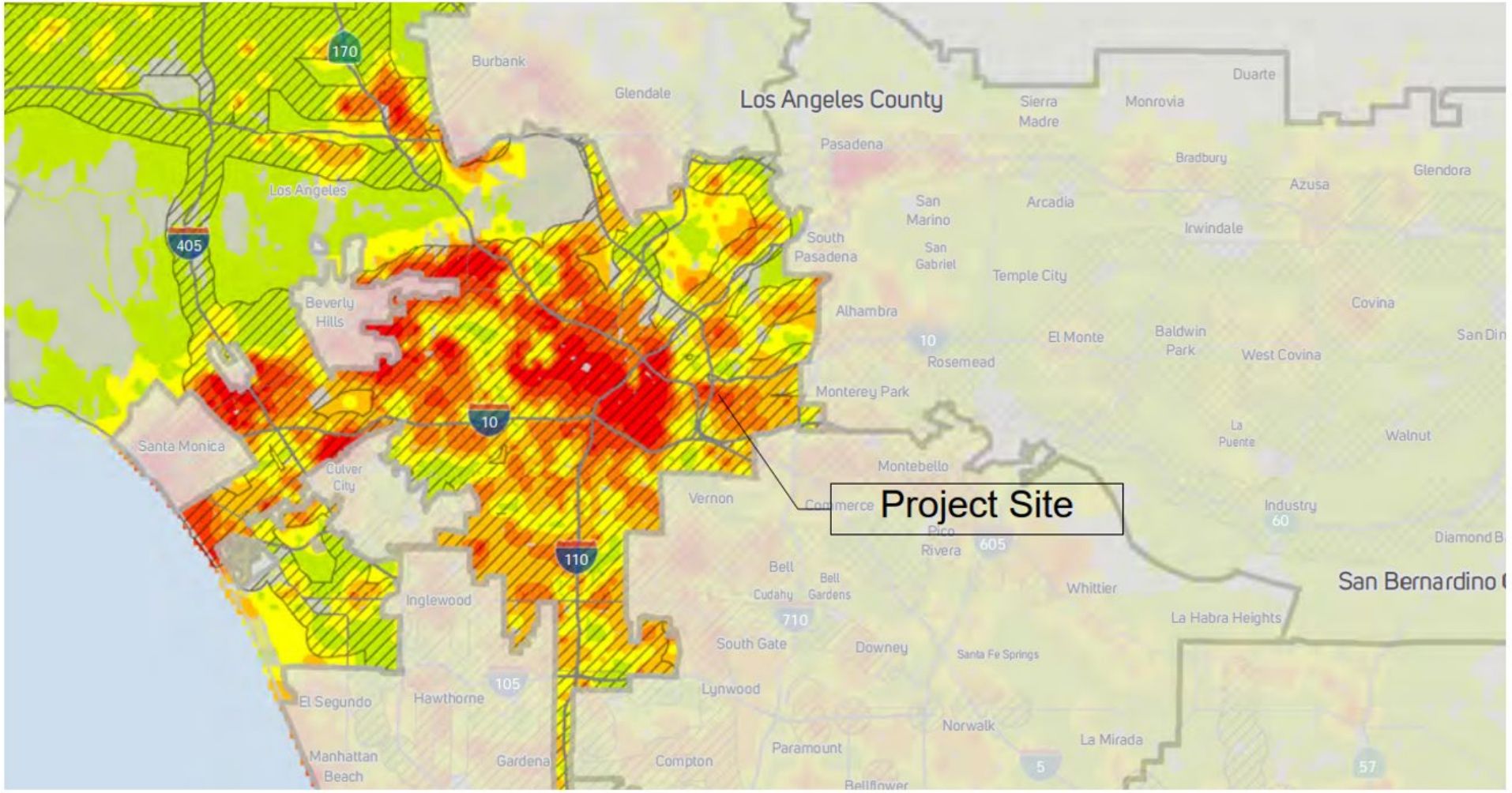


Figure III-3 Forecasted Regional Development Types by Land Development Categories (2040)



The Project is consistent with the Urban LDC and the City Mixed-Use place type as described in the 2016-2040 RTP/SCS, as it is located in a dense urban area and proposes to develop uses and buildings that are consistent with the contemplated place types of the RTP/SCS. Specifically, the Site is surrounded by urban land uses, including multifamily residential buildings as well as a mix of commercial buildings set in a walkable context. Moreover, the Site is well served by existing and proposed transit infrastructure, including bus transit lines along Soto Street and 1st Street, as well as the Soto Station Metro Gold Line.

At this urban location, the Project would develop a new 5-story 64.5-foot-tall mixed-use building containing a total of 64 residential units and 2,443 square feet of commercial retail space. The parking for the building would be located in a new subterranean parking garage. The building would result in an FAR of approximately 1.65:1, which is consistent with the FAR contemplated for the Town Mixed-Use place types (less than 3.4:1) and the proposed four above ground floors would be consistent with the 3-40 floor range set by the City Mixed-use place type. Construction of the Project would result in 64 units on a one-acre property, which is consistent with the gross density range of 10-75 units per acre. As such, the Project's scale, location, and mixture of land uses would be consistent with Urban LDC and corresponding City Mixed-use place types which call for developments that integrate residential uses as well as non-residential uses and subterranean parking near transit as described in the 2016-2040 RTP/SCS.

Applicable Policies Specified for the Project Area

The Project would be consistent with applicable goals and policies presented within SCAG's 2016-2040 RTP/SCS. Refer to Table III-1 below for the Project's consistency analysis.

Table III-1
Consistency Analysis with the 2016-2040
Regional Transportation Plan / Sustainable Community Strategy

Goals and Policies	Consistency Assessment
2016-2040 RTP/SCS Goal 1 Align the plan investments and policies with improving regional economic development and competitiveness.	**Not Applicable.** This Goal is directed towards SCAG and the City of Los Angeles and not does apply to the Project.
2016-2040 RTP/SCS Goal 2 Maximize mobility and accessibility for all people and goods in the region.	**Consistent.** The Project Site is located in a highly urbanized area in the City of Los Angeles within a high quality transit area (HQTA) (as defined by SCAG). The Project involves the development of a 5-story, mixed-use affordable housing building consisting 63 affordable units and one market rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage within an HQTA as defined by SCAG and a TPA as defined by SB 743. The Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40. The Project would provide residents, employees, and visitors with convenient access to public transit and opportunities for walking and biking. The location of the Project encourages a variety of transportation options and access and is therefore consistent with this Goal.
2016-2040 RTP/SCS Goal 3 Ensure travel safety and reliability for all people and goods in the region.	**Consistent.** The Project would improve the public sidewalks adjacent to Project Site and include active ground floor uses to enhance the pedestrian experience and promote walkability within

Table III-1
Consistency Analysis with the 2016-2040
Regional Transportation Plan / Sustainable Community Strategy

Goals and Policies	Consistency Assessment
	the Metro Soto Station Plaza and public right-of-way along 1st Street and Soto Street. In addition, the Project would provide 66 bicycle parking spaces to promote travel by bicycle. The Project includes the construction of one vehicle loading space that would be accessible by the alley to the west of the site. The designated loading space would ensure the safe delivery of goods and supplies to the site. Furthermore, the Project would be subject to the site plan review requirements of the City of Los Angeles and work with the Department of Building and Safety, Department of Transportation and the Los Angeles Fire Department to ensure that all access roads, driveways and parking areas would not create a design hazard to local roadways.
2016-2040 RTP/SCS Goal 4 Preserve and ensure a sustainable regional transportation system.	**Not Applicable.** This goal is directed towards SCAG and does not apply to the Project. Nevertheless, the 2016-2040 RTP states, "A transportation system is sustainable if it maintains its overall performance over time in an equitable manner with minimum damage to the environment, and at the same time does not compromise the ability of future generations to address their transportation needs. Sustainability, therefore, pertains to how our decisions today impact future generations. One of the measures used to evaluate system sustainability is the total inflation-adjusted cost per capita to maintain our overall multimodal transportation system performance at current conditions. The 2016 RTP/SCS includes two additional new measures to support this outcome: State Highway System pavement condition and local roads pavement condition."[8] As discussed in the Project's Transportation Impact Study (Transportation Study) (Appendix D), the Project would not create a significant impact at any of the five Study intersections. Additionally, as discussed in the Transportation Impact Study, the Project would not create a significant impact at any CMP monitoring location. As such, the proposed Project would not conflict with the regional transportation system.
2016-2040 RTP/SCS Goal 5 Maximize the productivity of our transportation system.	**Consistent.** The Project involves the development of a 5-story, mixed-use affordable housing building consisting 63 affordable units and one market rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage. The Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. The Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40. Given the Project's location close to transit, the Project will encourage the utilization of transit as a mode of transportation to and from the Project area. Thus, the Project will contribute to the productivity and use of the regional transportation system by providing housing and jobs near transit. As discussed in the Project's Transportation Study, the Project would not create a significant

[8] SCAG, 2016-2040 RTP/SCS, April 2016 (page 164).

Table III-1
Consistency Analysis with the 2016-2040
Regional Transportation Plan / Sustainable Community Strategy

Goals and Policies	Consistency Assessment
	impact at any of the study intersections (Appendix D). Additionally, as discussed in the Transportation Study, the Project would not create a significant impact at any CMP monitoring location.
2016-2040 RTP/SCS Goal 6 Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	**Consistent.** The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. The Project would improve the public sidewalks adjacent to Project Site and would include active ground floor uses adjacent to the Metro Soto Station Plaza which would enhance the pedestrian experience and promote walkability. In addition, the Project will provide 66 bicycle spaces to promote travel by bicycle. Thus, the Project would reduce vehicles-per-miles traveled and help improve air quality. The Project supports active transportation.
2016-2040 RTP/SCS Goal 7 Actively encourage and create incentives for energy efficiency, where possible.	**Consistent.** The Project would comply with the City of Los Angeles Green Building Code and the California Green Building Code, including requirements for energy efficient appliances and at least five percent of all code-required parking spaces on-site shall include electric vehicle (EV) charging stations (LAMC 99.04.106.4.2).
2016-2040 RTP/SCS Goal 8 Encourage land use and growth patterns that facilitate transit and active transportation.	**Consistent.** As stated above, the Project Site is located in a highly urbanized area in Boyle Heights within an HQTA (as defined by SCAG) and a TPA (as defined by SB 743). The Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40. The Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. The Project would develop residential and commercial uses near mass transit and in close proximity to services, retail stores, and employment opportunities. The location of the Project encourages a variety of transportation options and access and is therefore consistent with this Goal.
2016-2040 RTP/SCS Goal 9 Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	**Not Applicable.** This goal is directed towards SCAG to ensure the safety and security of the regional transportation system. No further discussion is required.
2016-2040 RTP/SCS Guiding Policy 1 Transportation investments shall be based on SCAG's adopted regional Performance Indicators.	**Not Applicable.** This policy is directed towards SCAG in allocating transportation investments. This goal does not apply to the individual development projects and no further analysis is required.
2016-2040 RTP/SCS Guiding Policy 2 Ensuring safety, adequate maintenance and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.	**Not Applicable.** This policy is directed towards SCAG in allocating transportation system funding. Nevertheless, the Project would contribute to a safe, well maintained, and efficient multimodal transportation system. The Project would improve the public sidewalks adjacent to Project Site and would include active ground floor uses within the Metro Soto Station Plaza which would enhance

Table III-1
Consistency Analysis with the 2016-2040
Regional Transportation Plan / Sustainable Community Strategy

Goals and Policies	Consistency Assessment
	the pedestrian experience and promote walkability. As discussed in the Project's Transportation Study, the Project would not create a significant impact at any of the study intersections (see Appendix D). Additionally, the Project would not create a significant impact at any CMP monitoring location.
2016-2040 RTP/SCS Guiding Policy 3 RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.	**Not Applicable.** This Goal is directed towards SCAG and the City of Los Angeles and not does apply to the Project. Nevertheless, the Project Site is located in a highly urbanized area in the City of Los Angeles within an HQTA (as defined by SCAG). The Project involves the development of a 5-story, mixed-use affordable housing building consisting 63-affordable units and 1-market rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage within an HQTA as defined by SCAG and a TPA as defined by SB 743. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Therefore, the Project would increase residential uses in transit-rich areas near services, retail, and employment opportunities.
2016-2040 RTP/SCS Guiding Policy 4 Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.	**Not Applicable.** This policy is directed towards transportation investment by SCAG. However, the Project would support active transportation (e.g. walking and bicycling) by improving the public sidewalks adjacent to Project Site and by including active ground floor uses adjacent to the Metro Soto Station Plaza which would enhance the pedestrian experience and promote walkability. In addition, the Project will provide 66 bicycle spaces to promote travel by bicycle. Moreover, the Project's location within an HQTA promotes the use of public transit and pedestrian activity.
2016-2040 RTP/SCS Guiding Policy 5 HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.	**Not Applicable.** This policy is directed towards transportation investment by SCAG to support HOV, transit and rideshare. Although this policy is not applicable to the Project, the Project's location in an HQTA promotes the use of public transit and pedestrian activity.
2016-2040 RTP/SCS Guiding Policy 6 The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.	**Not Applicable.** This Guiding Policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupancy vehicles. Nevertheless, the Project is located within an HQTA (as defined by SCAG) and a TPA (as defined by SB 743). The Project would support public transportation and other alternative methods of transportation (e.g., walking and biking).
2016-2040 RTP/SCS Guiding Policy 7 The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.	**Not Applicable.** This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments.

Table III-1
Consistency Analysis with the 2016-2040
Regional Transportation Plan / Sustainable Community Strategy

Goals and Policies	Consistency Assessment
2016-2040 RTP/SCS Guiding Policy 8 Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.	**Not Applicable.** This policy is directed towards SCAG and the City of Los Angeles and not does apply to the Project.
2016-2040 RTP/SCS Land Use Policy 1 Identify regional strategic areas for infill and investment.	**Not Applicable.** This policy is directed towards SCAG to identify regional strategic areas. The Project is an infill development in an HQTA (defined by SCAG) and within a TPA (as defined by SB 743). The Project would be providing affordable residential units and commercial uses in a highly urbanized area within the City of Los Angeles.
2016-2040 RTP/SCS Land Use Policy 2 Structure the plan on a three-tiered system of centers development.[9]	**Not Applicable.** This Land Use Policy is directed towards SCAG and does not apply to the Project.
2016-2040 RTP/SCS Land Use Policy 3 Develop "Complete Communities."	**Consistent.** SCAG describes the development of "complete communities" to provide areas that encourage households to be developed with a range of mobility options to complete short trips. The 2016-2040 RTP/SCS supports the creation of these districts through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other, where most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than traveling by automobile.[10] As stated above, the Project involves the development of a 5-story, mixed-use affordable housing building consisting 63 affordable units and one market rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage in a transit-rich area. The Project Site's location near mass transit and in proximity to services, retail stores, and employment opportunities promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Therefore, the Project would be consistent with the SCAG's goals of increasing mixed commercial/residential uses in transit-rich areas near services, retail, and employment opportunities to reduce vehicles-per-miles traveled.

[9] *The 2016-2040 RTP/SCS reaffirms the 2008 Advisory Land Use Policies that were incorporated into the 2012-2035 RTP/SCS. The complete language from the original SCAG Advisory Land Use Policies is "Identify strategic centers based on a three-tiered system of existing, planned and potential relative to transportation infrastructure. This strategy more effectively integrates land use planning and transportation investment." A more detailed description of these strategies and policies can be found on pages 90–92 of the SCAG 2008 Regional Transportation Plan, adopted in May 2008.*

[10] *SCAG, 2016-2040 RTP/SCS, April 2016 (page 79).*

Table III-1
Consistency Analysis with the 2016-2040
Regional Transportation Plan / Sustainable Community Strategy

Goals and Policies	Consistency Assessment
2016-2040 RTP/SCS Land Use Policy 4 Develop nodes on a corridor.	**Not Applicable.** The 2016-2040 RTP/SCS describes nodes as mixed-use development centers at key locations that meet most of residents' daily needs and that support livable corridors. This policy is directed towards SCAG and City goals to identify and develop locations that promote nodes. Nevertheless, the Project is located within a HQTA and a TPA. The Project's design and location encourages the use of alternative transportation and walking and bicycling opportunities.
2016-2040 RTP/SCS Land Use Policy 5 Plan for additional housing and jobs near transit.	**Consistent.** As stated above, the Project involves the development of a 5-story, mixed-use affordable housing building consisting 63 affordable units and one market rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage in an HQTA and a TPA. The Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40. In addition, the Project would provide 66 bicycle spaces. These services would promote the use of a variety of transportation options, which includes walking, biking, and the use of public transportation.
2016-2040 RTP/SCS Land Use Policy 6 Plan for changing demand in types of housing.	**Consistent.** The Project involves the development of a 5-story, mixed-use affordable housing building that would provide 63 affordable units and one market rate manager's unit. The Project's units would be comprised of 13 studios, 18 one-bedrooms, 17 two-bedrooms, and 16 three-bedrooms. The range in unit sizes would serve to contribute to a range of housing choices and would be available to all persons, including residents in the Project area.
2016-2040 RTP/SCS Land Use Policy 7 Continue to protect stable, existing single-family areas.	**Consistent.** The Project would not demolish any existing single-family homes. The Project site is located in an area that is developed with single-family residences and two of the six project parcels are zoned for residential development. As discussed in Section V and VI of this SCEA, no significant environmental impacts have been identified with the proposed Project that would affect the existing single-family homes in the area.
2016-2040 RTP/SCS Land Use Policy 8 Ensure adequate access to open space and preservation of habitat.	**Not Applicable.** This Land Use Policy is directed towards SCAG and does not apply to the Project. Nevertheless, the Project Site is located within an urbanized area within the City of Los Angeles and is primarily vacant aside from the existing Soto Metro Station. As discussed in Sections V and VI of this SCEA, there are no special status species, habitats, or areas with potential habitat on the Project Site. The project would result in the installation of 16 new trees and 3,321 square feet of landscaping. The Project would provide 8,171 square feet of open space that exceeds the required amount pursuant to the LAMC.
2016-2040 RTP/SCS Land Use Policy 9 Incorporate local input and feedback on future growth.	**Not Applicable.** This Land Use Policy is directed towards SCAG and does not apply to the Project.

Table III-1
Consistency Analysis with the 2016-2040
Regional Transportation Plan / Sustainable Community Strategy

Goals and Policies	Consistency Assessment
2016-2040 RTP/SCS Benefit 1: The RTP/SCS will promote the development of better places to live and work through measures that encourage more compact development in certain areas of the region, varied housing options, bicycle and pedestrian improvements, and efficient transportation infrastructure.	**Consistent.** The Project will provide 63 affordable residential units and one market rate manager's unit ranging in size and the number of bedrooms, which would provide varied housing options in the area. In addition, the Project will provide bicycle parking and various pedestrian-oriented improvements, including improved sidewalks and active ground floor uses adjacent to the Metro Soto Station Plaza.
2016 RTP/SCS Benefit 2: The RTP/SCS will encourage strategic transportation investments that add appropriate capacity and improve critical road conditions in the region, increase transit capacity and expand mobility options. Meanwhile, the Plan outlines strategies for developing land in coming decades that will place destinations closer together, thereby decreasing the time and cost of traveling between them	**Not Applicable.** Benefit 2 is directed towards SCAG and not does apply to the Project.
2016 RTP/SCS Benefit 3: The RTP/SCS is expected to result in less energy and water consumption across the region, as well as lower transportation costs for households	**Consistent.** The Project includes numerous energy-efficient design features, such as energy star rated appliances. It will comply with the City of Los Angeles Green Building Code and the California Green Building Code, including at least five percent of all parking spaces on-site shall include electric vehicle (EV) charging stations. The Project's incorporation of bicycle- and pedestrian-friendly elements and location near various bus lines and the Metro Soto Station Plaza will provide future residents with various affordable transportation options.
2016 RTP/SCS Benefit 4: Improved placemaking and strategic transportation investments will help improve air quality; improve health as people have more opportunities to bicycle, walk and pursue other active alternatives to driving; and better protect natural lands as new growth is concentrated in existing urban and suburban areas.	**Not Applicable.** Benefit 4 is directed towards SCAG and does not apply to the Project. Nonetheless, the Project will encourage improved access and mobility by providing residential and commercial uses close to transit and retail opportunities. The Project's location in an urban area will provide residents with retail and dining options that are easily accessible on foot or by bicycle. In addition, the Project's access to various transit options will encourage the use of existing and proposed mass transit. The Project also includes 8,171 square feet of open space including a central courtyard, community terrace, roof terrace, community room, exercise room, and private balconies
Source: Southern California Association of Governments, 2016-2040 RTP/SCS, April 2016.	

Consistency with Criterion #2: Based on total building square footage, the Project contains at least 50 percent residential use.

The Project includes the construction of a total floor area of 77,945 square feet including 2,443 square feet of ground floor commercial space. As such, the Project's 64 residential units (75,155 square feet) would cover over 50 percent of the floor area. As such, the Project would be consistent with this Criterion.

Consistency with Criterion #3: The Project includes a minimum net density of at least 20 dwelling units per acre.

The Project Site is approximately 1.08 acres before street dedications. The Project includes 64 residential units; as such, the Project provides approximately 61 dwelling units per acre. As such, the Project would be consistent with this Criterion.

Consistency with Criterion #4: The Project Site is located within one-half mile of a major transit stop or high-quality transit corridor included in the 2016-2040 RTP/SCS.

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

The Project Site encompasses the Metro Soto Station Plaza which provides service for the Metro Gold Line. Therefore, the Project is located within one-half mile of a major transit stop. Additionally, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40. As shown in Figure III-2 and Figure III-3, the 2016-2040 RTP/SCS identifies the Project Site as being within an existing and future HQTA. Therefore, the Project is located within a high-quality transit corridor. The Project is consistent with this Criterion.

3. SB 375 STREAMLINING BENEFITS

Pursuant to PRC Section 21155.2(a), if the Project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports and adopted in findings made pursuant to PRC Section 21081, shall be eligible for either the provisions of subdivision (b) (sustainable communities environmental assessment) or (c) (limited analysis EIR). The Project would follow subdivision (b), and the Project would be reviewed through a Sustainable Communities Environmental Assessment (SCEA), which provides streamlining benefits.

PRC Section 21155.2(b) states that an initial study shall be prepared to identify all significant or potentially significant impacts of the transit priority project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The initial study shall identify any cumulative effects that have been adequately addressed and mitigated pursuant to the requirements of this division in prior applicable certified environmental impact reports. Where the lead agency determines that a cumulative effect has been adequately addressed and mitigated, that cumulative effect shall not be treated as cumulatively considerable. As such streamlining benefits include:

1. Cumulative effects that have been adequately addressed and mitigated in prior applicable certified environmental impact reports shall not be treated as cumulatively considerable for the Project (PRC Section 21155.2(b)(1));
2. Growth-inducing impacts are not required to be referenced, described, or discussed (PRC Section 21159.28(a));

3. Project-specific or cumulative impacts from cars and light-duty truck trips generated by the Project on global warming or the regional transportation network are not required to be referenced, described, or discussed (PRC Section 21159.28(a);
4. Reduced density alternatives are not required to be referenced, described, or discussed to address the effects of car and light-duty truck trips generated by the Project (PRC Section 21159.28(b)).

The City of Los Angeles, Department of City Planning would incorporate all applicable streamlining benefits in the environmental review of the Project.

4. SCOPE OF ANALYSIS

Pursuant to PRC Section 21155.2(b), the SCEA is required to identify all significant or potentially significant impacts of the transit priority project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The SCEA would also be required to identify any cumulative effects that have been adequately addressed and mitigated in prior applicable certified environmental impact reports. As such, the SCEA would analyze the following topics:

1. Aesthetics
2. Agriculture and Forestry Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Energy
7. Geology and Soils
8. Greenhouse Gas Emissions
9. Hazards and Hazardous Materials
10. Hydrology and Water Quality
11. Land Use and Planning
12. Mineral Resources
13. Noise
14. Population and Housing
15. Public Services
16. Recreation
17. Transportation
18. Tribal Cultural Resources
19. Utilities and Service Systems
20. Wildfire
21. Mandatory Findings of Significance

IV. 2016-2040 RTP/SCS PROGRAM EIR MITIGATION MEASURES

1. INCORPORATION OF APPLICABLE MITIGATION MEASURES FROM PRIOR EIRS

Public Resources Code (PRC) Section 21151.2 requires that a Transit Priority Project (TPP) incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs, including the 2016-2040 RTP/SCS Draft Program Environmental Impact Report for Southern California Association of Governments dated December 2015 (RTP/SCS PEIR).

The Mitigation Monitoring and Reporting Program for the 2016–2040 RTP/SCS PEIR (SCAG MMRP) does not include project level mitigation measures that are required of the Project. Rather, the SCAG MMRP provides a list of mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the agency has identified that a project has the potential for significant effects. The SCAG measures are not prescriptive on the Project unless the lead agency determines their applicability to the Project based on the circumstances and anticipated environmental impacts.

In accordance with the requirements set forth in PRC Section 21151.2, the Lead Agency has reviewed all of the suggested mitigation measures in the SCAG MMRP and determined their applicability to the Project. For each such mitigation measure, the City considered whether to use the SCAG MMRP mitigation measure or an equally effective City mitigation measure or federal, state, regional, or City regulation. The City's applicability determination is provided in Table IV-1 below.

Table IV-1
Applicability of Project-Level Mitigation Measures from the
2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

Topic	Measure	Applicability to the Project
Aesthetics *Scenic Vista*	Project-Level Mitigation Measure **MM-AES-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of visual intrusions on scenic vistas, or National Scenic Byways that are in the jurisdiction and responsibility of Caltrans, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations for Caltrans scenic vistas and goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. • Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. • Use alternating facades to "break up" large facades and provide visual interest. • Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas. • Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. • Retain or replace trees bordering highways, so that clear-cutting is not evident. • 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. • Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions in design of projects to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Avoid, if possible, large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design of projects should minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain.	**This Mitigation Measure is not relevant to the Project.** Public Resources Code 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." The Project involves the development of a 5-story, mixed-use affordable housing building consisting 63-affordable units and 1-market rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage. The Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40 The Project would be within an HQTA as defined by SCAG and a TPA as defined by SB 743. The Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.
Aesthetics *Visual Character/Quality*	Project-Level Mitigation Measure **MM-AES-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of degrading the existing public viewpoints, visual character, or quality of the site that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Minimize contrasts in scale and massing between the projects and surrounding natural forms and	**This Mitigation Measure is not relevant to the Project.** Public Resources Code 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." The Project involves the development of a 5-story, mixed-use affordable housing building consisting 63-affordable units and 1-market rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage. The Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served

Topic	Measure	Applicability to the Project
	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. • Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. • 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. • Design projects consistent with design guidelines of applicable general plans. • Apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, and so forth in accordance with general plans and adopted design guidelines, where applicable. • 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.	by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40 The Project would be within an HQTA as defined by SCAG and a TPA as defined by SB 743. The Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.
Aesthetics *Light/Glare/Shade*	Project-Level Mitigation Measure **MM-AES-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or minimizing the effects of light and glare on routes of travel for motorists, cyclists, and pedestrians, or on adjacent properties, and limit expanded areas of shade and shadow to areas that would not adversely affect open space or outdoor recreation areas that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. • Restrict the operation of outdoor lighting for construction and operation activities in accordance with local regulations. • Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. • Use unidirectional lighting to avoid light trespass onto adjacent properties. • Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. • Provide structural and/or vegetative screening from light-sensitive uses. • Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. • Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. • Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.	**This Mitigation Measure is not relevant to the Project.** Public Resources Code 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." The Project involves the development of a 5-story, mixed-use affordable housing building consisting 63-affordable units and 1-market rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage. The Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40 The Project would be within an HQTA as defined by SCAG and a TPA as defined by SB 743. The Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.

Topic	Measure	Applicability to the Project
Agriculture and Forestry *Conversion of Farmland to Non-Ag Use, Conversion of Forest Land*	**Project-Level Mitigation Measure** **MM-AF-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses that are within the jurisdiction and responsibility of the Natural Resources Conservation Service, the California Resources Agency, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Farmland Protection Act and implementing regulations, and the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the Farmland Mapping and Monitoring Program of the California Resources Agency. Such measures may include the following, or other comparable measures identified by the Lead Agency taking into account project and site-specific considerations as applicable and feasible: • For projects that require approval or funding by the USDOT, comply with Section 4(f) U.S. Department of Transportation Act of 1966 (USDOT Act). • Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. • Maintain and expand agricultural land protections such as urban growth boundaries. Support the acquisition or voluntary dedication of agriculture conservation easements and other programs that preserve agricultural lands, including the creation of farmland mitigation banks. Local governments would be responsible for encouraging the development of agriculture conservation easements or farmland mitigation banks, purchasing conservation agreements or farmland for mitigation, and ensuring that the terms of the conservation easement agreements are upheld. The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website (please see https://www.wildlife.ca.gov/Conservation/Planning/Banking) "A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permitees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects. A privately owned conservation or mitigation bank is a free-market enterprise that: • Offers landowners economic incentives to protect natural resources; • Saves permitees time and money by providing them with the certainty of pre-approved compensation lands; • Consolidates small, fragmented wetland mitigation projects into large contiguous sites that have much higher wildlife habitat values; • Provides for long-term protection and management of habitat. A publicly owned conservation or mitigation bank: • Offers the sponsoring public agency advance mitigation for large projects or multiple years of operations and maintenance." In 2013, the University of California published an article entitled "Reforms could boost conservation banking by landowners" that speaks specifically to the use of agricultural lands for in conjunction with conservation banking programs.	**This Mitigation Measure is not relevant to the Project.** There is no farmland or agricultural activity exists on or in the vicinity of the Project Site**.** As such, there is no potential for significant effects related to this Mitigation Measure to occur.

Topic	Measure	Applicability to the Project
	• Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands. • Include underpasses and overpasses at reasonable intervals to maintain property access. • Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland. • Ensure individual projects are consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible. • Contact the California Department of Conservation and each county's Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy and evaluate potential impacts to such lands using the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Use conservation easements or the payment of in-lieu fees to offset impacts.	
Agriculture and Forestry *Zoning for Ag Use, Williamson Act Contract*	Project-Level Mitigation Measure **MM-AF-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from conflict with existing zoning for agricultural use or a Williamson Act contract that are within the jurisdiction and responsibility of the California Department of Conservation, other public agencies, and Lead Agencies. Where the Lead Agency has identified that a project has potential for significant effects, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of agriculture and forestry resources to ensure compliance with the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the California Land Conservation Act of 1965, the Farmland Security Zone Act, and county and city zoning codes, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible: • Project relocation or corridor realignment to avoid lands in Williamson Act contracts. • 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. • Prior to final approval of each project, encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable.	**This Mitigation Measure is not relevant to the Project.** The Project Site is not zoned for agricultural production, there is no farmland at the Project Site, and there are no Williamson Act Contracts in effect for the Project Site. As such, there is no potential for significant effects related to this Mitigation Measure to occur.
Air Quality *Potential to Violate AQ Standard*	Project-Level Mitigation Measure **MM-AIR-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the CARB, air quality management districts, and other regulatory agencies. Where the Lead Agency has identified that a project has the potential to violate an air quality standard or contribute substantially to an existing air quality violation, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible.	**The Project would substantially conform to this Mitigation Measure.** The City would impose the following existing regulatory compliance measures on the Project, which have been identified by CARB and the South Coast Air Quality Management District (SCAQMD) to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible: • CARB Anti-Idling Air Toxics Control Measure: This measure, codified in Title 13 California Code of Regulations (CCR) Section 2485, applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000

Topic	Measure	Applicability to the Project
	CARB, South Coast AQMD, Antelope Valley AQMD, Imperial County APCD, Mojave Desert AQMD, Ventura County APCD, and Caltrans have identified project-level feasible measures to reduce construction emissions: • Minimize land disturbance. • Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. • Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. • Cover trucks when hauling dirt. • Stabilize the surface of dirt piles if not removed immediately. • Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. • Minimize unnecessary vehicular and machinery activities. • Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. • On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications. • Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet. • Ensure that all construction equipment is properly tuned and maintained. • 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. • Project sponsors should ensure to the extent possible that construction activities utilize grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline powered generators. • Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through- traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. • 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. • Implement EPA's National Clean Diesel Program. • Diesel- or gasoline-powered equipment shall be replaced by lowest emitting feasible for each piece of equipment from among these options: electric equipment whenever feasible, gasoline-powered	pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time, with certain exception for vehicles where idling is a necessary performance activity such as for concrete trucks. • Rule 401 – Visible Emissions: This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view. • Rule 402 – Nuisance: This rule states that 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. • Rule 403 – Fugitive Dust: This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM10 emissions to less than 50 micrograms per cubic meter (µg/m3) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Dust control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities. Finally, a contingency plan may be required if so determined by the USEPA. • Rule 1113 – Architectural Coatings: This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories. • Rule 1166 – VOC Emissions from Decontamination of Soil: The Project includes MM HAZ-1, which includes features required to comply with this rule. This rule requires ongoing monitoring for soils with VOCs, ongoing testing of soils, the segregation and covering of soils with VOCs, and appropriate removal and disposal of soils with VOCs. • Rule 1186 – PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations: This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM10 emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403). • Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities: The Project would comply with the requirements of this rule if asbestos is found

Topic	Measure	Applicability to the Project
	equipment if electric infeasible. • On-site electricity shall be used in all construction areas that are demonstrated to be served by electricity. • If cranes are required for construction, they shall be rated at 200 hp or greater equipped with Tier 4 or equivalent engines. • Use alternative diesel fuels, such as Clean Fuels Technology (water emulsified diesel fuel) or O2 diesel ethanol-diesel fuel (O2 Diesel) in existing engines • Convert part of the construction truck fleet to natural gas. • Include "clean construction equipment fleet", defined as a fleet mix cleaner than the state average, in all construction contracts • Fuel all off-road and portable diesel powered equipment with ARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road) • Use electric fleet or alternative fueled vehicles where feasible including methanol, propane, and compressed natural gas • Use diesel construction equipment meeting ARB's Tier 4 certified engines or cleaner offroad heavy-duty diesel engines and comply with State off-road regulation • Use on-road, heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road diesel engines, and comply with the State on-road regulation • Use idle reduction technology, defined as a device that is installed on the vehicle that automatically reduces main engine idling and/or is designed to provide services, e.g., heat, air conditioning, and/or electricity to the vehicle or equipment that would otherwise require the operation of the main drive engine while the vehicle or equipment is temporarily parked or is stationary • Minimize idling time either by shutting off equipment when not in use or limit idling time to 3 minutes Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 3 minute idling limit. The construction contractor shall maintain a written idling policy and distribute it to all employees and subcontractors. The on-site construction manager shall enforce this limit. • Prohibit diesel idling within 1,000 feet of sensitive receptors. • Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors. • The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. • The engine size of construction equipment shall be the minimum practical size. • Catalytic converters shall be installed on gasoline-powered equipment. • Signs shall be posted in designated queuing areas and job sites to remind drivers and operators of the idling limit. • Construction worker trips shall be minimized by providing options for carpooling and by providing for lunch onsite. • Use new or rebuilt equipment. • Maintain all construction equipment in proper working order, according to manufacturer's specifications. The equipment must be check by an ASE-certified mechanic and determined to be running in proper condition before it is operated.	during the renovation and construction activities. With regulatory compliance, the risk related to any existing asbestos-containing building materials (ACBMs) at the Project Site would be reduced to acceptable levels, and the Project would result in no impact with regard to ACBMs. • Rule 1470 - Requirements for Stationary Diesel- Fueled Internal Combustion and Other Compression Ignition Engines: The Project emergency generator would comply with the mandated emission limits and operating hour constraints of this rule, including applicable requirements of California Code of Regulations (CCR), Title 17, Section 93115 as incorporated into the rule.

Topic	Measure	Applicability to the Project
	• Use low rolling resistance tires on long haul class 8 tractor-trailers. • Suspend all construction activities that generate air pollutant emissions during air alerts. • Install a CARB-verified, Level 3 emission control device, e.g., diesel particulate filters, on all diesel engines.	
Air Quality *Expose Sensitive Receptors to Pollutants*	Project-Level Mitigation Measure **MM-AIR-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the air quality management district(s) where proposed 2016 RTP/SCS transportation projects would be located. Where the Lead Agency has identified that a project has the potential to expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s), or other comparable measures, to reduce cancer risk pursuant to the Air Toxics "Hot Spots" Act of 1987 (AB2588), as applicable and feasible. Such measures include those adopted by CARB designed to reduce substantial pollutant concentrations, specifically diesel, from mobile sources and equipment. CARB's strategy includes the following elements: • Set technology forcing new engine standards. • Reduce emissions from the in-use fleet. • Require clean fuels, and reduce petroleum dependency. • Work with US EPA to reduce emissions from federal and state sources. • Pursue long-term advanced technology measures Proposed new transportation-related SIP measures include: • On-Road Sources: o Improvements and Enhancements to California's Smog Check Program o Expanded Passenger Vehicle Retirement o Modifications to Reformulated Gasoline Program o Cleaner In-Use Heavy-Duty Trucks o Ship Auxiliary Engine Cold Ironing and Other Clean Technology Cleaner Ship Main Engines and Fuel o Port Truck Modernization o Accelerated Introduction of Cleaner Line-Haul Locomotives o Clean Up Existing Commercial Harbor Craft o Limited idling of diesel-powered trucks o Consolidated truck trips and improve traffic flow o Late model engines, Low emission diesel products, engine retrofit technology o Alternative fuels for on-road vehicles • Off-Road Sources: o Cleaner Construction and Other Equipment o Cleaner In-Use Off-Road Equipment o Agricultural Equipment Fleet Modernization o New Emission Standards for Recreational Boats o Off-Road Recreational Vehicle Expanded Emission Standards	**This Mitigation Measure is not relevant to the Project, as the Project does not involve a 2016-2040 RTP/SCS transportation project.** As a mixed-use development, the Project cannot establish new regulatory standards or requirements, such as setting new engine standards or making improvements and enhancements to California's Smog Check Program. As such, there is no potential for significant effects related to this Mitigation Measure to occur.

Topic	Measure	Applicability to the Project
Biological Resources *Adverse Effect on Candidate, Sensitive, or Special Status Species, Adverse Effect on Riparian Habitat or Other Sensitive Natural Community, Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	Project-Level Mitigation Measure **MM-BIO-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on threatened and endangered species and other special status species that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Sections 7, 9, and 10(a) of the federal Endangered Species Act; the California Endangered Species Act; the Native Plant Protection Act; the State Fish and Game Code; and the Desert Native Plant Act; and related applicable implementing regulations, as applicable and feasible. Additional compliance should adhere to applicable implementing regulations from the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and/or the California Department of Fish and Wildlife. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. • 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 Endangered Species Act or Section 2081 of the California Endangered Species Act to support issuance of an Incidental take permit. A wide variety of conservation strategies have been successfully used in the SCAG region to protect the survival and recovery in the wild of federally and state-listed endangered species including the bald eagle: • Avoidance strategies • Contribution of in-lieu fees • Use of mitigation bank credits • Funding of research and recovery efforts • Habitat restoration • Conservation easements • Permanent dedication of habitat • Other comparable measures • Design projects to avoid desert native plants, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies. • Develop and implement a Worker Awareness Program (environmental education) to inform project workers of their responsibilities in regards to avoiding and minimizing impacts on sensitive biological resources. • Appoint an Environmental Inspector to monitor implementation of mitigation measures. • 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. • Conduct pre-construction monitoring to delineate occupied sensitive species' habitat to facilitate avoidance.	**This Mitigation Measure is not relevant to the Project.** The Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The Project Site is located in an urbanized area of the City. Therefore, none of the mitigation measures that pertain to compliance with Sections 7, 9, and 10(a) of the federal Endangered Species Act; the California Endangered Species Act; the Native Plant Protection Act; the State Fish and Game ode; and the Desert Native Plant Act; and related applicable implementing regulations, are applicable to the Project. As such, there is no potential for significant effects related to this Mitigation Measure to occur.

Topic	Measure	Applicability to the Project
	• Where projects are determined to be within suitable habitat of 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.	
Biological Resources *Adverse Effect on Riparian Habitat or Other Sensitive Natural Community, Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	Project-Level Mitigation Measure **MM-BIO-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on state-designated sensitive habitats, including riparian habitats, that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 1600 of the State Fish and Game Code, USFS Land Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino, implementing regulations for the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other related federal, state, and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • 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 Endangered Species Act. • 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 Endangered Species Act 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. • 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 Endangered Species Act, or Fully-Protected Species afforded protection pursuant to the State Fish and Game Code. • 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. • 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 Migratory Bird Treaty Act during the breeding season. • Consult with the CDFW for state-designated sensitive or riparian habitats where fur-bearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities. • Utilize applicable and CDFW approved plant community classification resources during delineation of sensitive communities and invasive plants including, but not limited to, the Manual of California Vegetation, the California Invasive Plant Inventory Database, and the Orange County California Native Plant Society (OCCNPS) Emergent Invasive Plant Management Program, where appropriate. • Encourage project design to avoid sensitive natural communities and riparian habitats, wherever	**The Project would be substantially in conformance with this Mitigation Measure.** The Project Site is an infill site located in an urban area that is currently fully developed with urban uses. The Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. There are 19 trees on the Project Site that would be removed. Therefore, in order to substantially incorporate the MMs from the RTP/SCS the following Project-specific regulatory compliance measure (RCM BIO-1) would be implemented: **RCM BIO-1** Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Wildlife Code Section 86). If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall: a) Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the Project Site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. b) If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31. c) Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area. d) The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

Topic	Measure	Applicability to the Project
	practicable and feasible. • 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. • Install fencing and/or mark sensitive habitat to be avoided during construction activities. • Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial plants for use in restoring native vegetation to all areas of temporary disturbance within the project area. • Revegetate with appropriate native vegetation following the completion of construction activities. • Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species). • Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.	
Biological Resources *Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	Project-Level Mitigation Measure **MM-BIO-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 404 of the Clean Water Act and regulations of the U.S. Army Corps of Engineers (USACOE), and other applicable federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Require project design to avoid federally protected wetlands consistent with the provisions of Section 404 of the Clean Water Act, wherever practicable and feasible. • Where the Lead Agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters not protected under Section 404 of the Clean Water Act, seek comparable coverage for these wetlands and waters in consultation with the USACOE and applicable Regional Water Quality Control Boards (RWQCB). Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federally protected wetlands to support issuance of a permit under Section 404 of the Clean Water Act as administered by the USACOE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACOE's Final Compensatory Mitigation Rule. The USACOE 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 USACOE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the Project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:	**This Mitigation Measure is not relevant to the Project.** The Project Site is not located on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. As such, there is no potential for significant effects related to this Mitigation Measure to occur.

Topic	Measure	Applicability to the Project
	o Permitee-responsible mitigation o Contribution of in-lieu fees o Use of mitigation bank credits • Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether wetlands will be affected and, if necessary, perform a formal wetland delineation.	
Biological Resources *Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	Project-Level Mitigation Measure **MM-BIO-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on migratory fish or wildlife species or within established native resident and/or migratory wildlife corridors, and native wildlife nursery sites that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, U.S. Forest Service, public agencies and/or Lead Agencies, as applicable and feasible. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations of the USFWS, USFS, CDFW, and related regulations, goals and polices of counties and cities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where impacts to birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season may occur. • 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. • 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. • 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. • Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1st through September 1st), where feasible. • Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31. • Prohibit construction activities with 300 feet (500 feet for raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete or the nest is no longer active. No construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.	**The Project would be substantially in conformance with this Mitigation Measure.** The Project Site is an infill site located in an urban area that is currently fully developed with urban uses. The Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. There are 29 trees on the Project Site and 19 that would be removed. Therefore, in order to substantially incorporate the MMs from the RTP/SCS the following regulatory compliance measure (RCM BIO-1) would be required. See previously.

Topic	Measure	Applicability to the Project
	• 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. • Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Analyze habitat linkages/wildlife movement corridors on a broader and cumulative impact analysis scale to avoid adverse impacts from linear projects that have potential for impacts on a broader scale or critical narrow choke points that could reduce function of recognized movement corridors on a larger scale. Require review of construction drawings and habitat connectivity mapping provided by the CDFW or CNDDB by a qualified biologist to determine the risk of habitat fragmentation. • Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). • Demonstrate that Projects would not adversely affect movement of any native resident or migratory fish or wildlife species, wildlife movement corridors, or wildlife nursery sites through the incorporation of avoidance strategies into project design, wherever practicable and feasible. • Evaluate the potential for overpasses, underpasses, and culverts in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA's Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities with sufficient knowledge of both regional and local wildlife corridors, and at locations useful and appropriate for the species of concern. • Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. • Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide connectivity to large-scale habitat areas. • 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: o Wildlife movement buffer zones o Corridor realignment o Appropriately spaced breaks in center barriers o Stream rerouting o Culverts o Creation of artificial movement corridors such as freeway under- or overpasses o Other comparable measures • 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.	

Topic	Measure	Applicability to the Project
	• Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and implemented in these sensitive urban microhabitats to support or enhance the rich diversity of urban plant and wildlife species. • Establish native vegetation within habitat pockets or the "wildling of urbanized habitats" that facilitate the enhancement and maintenance of biological diversity in these areas. These habitat pockets, as the hopscotch across an urban environment, provide connectivity to large-scale habitat areas.	
Biological Resources *Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	Project-Level Mitigation Measure **MM-BIO-5(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to comply with county, city and local policies or ordinances, protecting biological resources, such as tree preservation policies or ordinances, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. • 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 a certified arborist. • 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. • 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. Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. • Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree. • 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.	**The Project would be substantially in conformance with this Mitigation Measure.** There are 29 trees on the project site, none of which are designated as protected trees under the City's Tree Protection Ordinance. The project would remove 19 trees on-site (see Appendix A). No street trees would be removed, therefore no approval from the City of Los Angeles Board of Public Works would be required. As such, there is no potential for significant effects related to this Mitigation Measure to occur.

Topic	Measure	Applicability to the Project
	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. • 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. • 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, 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. • 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: o Avoidance strategies o Contribution of in-lieu fees o Planting of replacement trees at a minimum ratio of 2:1 o Re-landscaping areas with native vegetation post-construction o Other comparable measures	
Biological Resources *Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	Project-Level Mitigation Measure **MM-BIO-6(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on HCP and NCCPs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act; and implementing regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs, NCCPs or other conservation programs. • Wherever practicable and feasible, the project shall be designed to avoid through project design lands preserved under the conditions of an HCP, NCCP, or other conservation program. • Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP or other conservation program, 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 Endangered Species Act, 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 MM-BIO-1(b), where applicable.	**This Mitigation Measure is not relevant to the Project.** There are no locally designated natural communities are known to occur on or adjacent to the Project Site. Therefore, none of the mitigation measures that pertain to Habitat Conservation Plans or Natural Community Conservation Plans are applicable. As such, there is no potential for significant effects related to this Mitigation Measure to occur.

Topic	Measure	Applicability to the Project
Cultural Resources *Potential to Destroy Unique Paleo Resources or Unique Geological Features*	Project-Level Mitigation Measure **MM-CUL-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on unique paleontological resources or sites and unique geologic features that are within the jurisdiction and responsibility of National Park Service, Office of Historic Preservation, and Native American Heritage Commission, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features. Ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Obtain review by a qualified geologist or paleontologist to determine if the project has the potential to require excavation or blasting of parent material with a moderate to high potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. • Avoid exposure or displacement of parent material with a moderate to high potential to yield unique paleontological resources. • Where avoidance of parent material with a moderate to high potential to yield unique paleontological resources is not feasible: • All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training 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. • Prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction. If unique paleontological resources are encountered during excavation or blasting, use a qualified paleontologist to oversee the implementation of the PRMP. • Monitor blasting and earth-moving activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontologist or archeologists cross-trained in paleontology to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. • Identify where excavation and earthmoving activity is proposed in a geologic unit having a moderate or high potential for containing fossils and specify the need for a paleontological or archeological (cross-trained in paleontology) to be present during earth-moving activities or blasting in these areas. • Avoid routes and project designs that would permanently alter unique features with archaeological and/or paleontological significance. • Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.	**The Project would be in substantial conformance with this Mitigation Measure.** Previously unknown paleontological resources may exist beneath the Project Site that could be uncovered during excavation activities. While the uncovering of paleontological resources is not anticipated, the City has determined that the following regulatory compliance measure, which is capable of avoiding or reducing significant impacts towards paleontological resources, are equal to or more effective than the SCAG RPT/SCS PEIR MM-CUL-1(b): **RCM GEO-1** If any paleontological materials are encountered during excavation, grading, or construction activities, work shall cease in the area of the find and a qualified paleontologist shall be secured by contacting either the Center for Public Paleontology USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum, who shall determine the significant of the resource(s). The paleontologist shall prepare a survey, study, or report evaluating the impact. Said survey, study, or report shall contain appropriate measure(s), as necessary, for the preservation, conservation, or relocation of the resource, and the Project Applicant shall comply with the measure(s). Project construction activities may resume in the area of the find once copies of the paleontological survey, study, or report are submitted to the Los Angeles County Natural History Museum.

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Cultural Resources *Substantial Adverse Change in Significance of a Historical Resource, Substantial Adverse Change in the Significance of an Archaeological Resource*	Project-Level Mitigation Measure **MM-CUL-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on historical resources, to ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Pursuant to CEQA Guidelines Section 15064.5, conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historic resources were identified. • Obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for historical resources within 1,000 feet of the project. • Comply with Section 106 of the National Historic Preservation Act including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: • Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible. • Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources. • Secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, and architectural drawings, as mitigation for the effects of demolition of a resource. • Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site. • Prior to construction activities, obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.	**The Project substantially conforms with this Mitigation Measure.** The Project is subject to the following regulatory compliance measure, which is capable of avoiding or reducing significant impacts on archeological resources: • **RCM CUL-1** If any archaeological materials are encountered during excavation, grading, or construction activities, work shall cease in the area of the find and a qualified archaeologist shall be secured by contacting the South Central Coastal Information Center located at California State University, Fullerton, or a member of the Society of Professional Archaeologists (SOPA) or a SOPA-qualified archaeologist, who shall determine the significance of the resource(s) as defined in Section 15064.5 of the State CEQA Guidelines. The archaeologist shall prepare a survey, study, or report evaluating the impact. Said survey, study, or report shall contain appropriate measure(s), as necessary, for the preservation, conservation, or relocation of the resource, and the Project Applicant shall comply with the measure(s).

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	• Prior to construction activities, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. • If a record search indicates that the project is located in an area rich with cultural materials, retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. • 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 familiar with the local archaeology, and/or as appropriate, an architectural historian who should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource will need to be mitigated. • Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.	
Cultural Resources *Disturb Human Remains*	Project-Level Mitigation Measure **MM-CUL-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to human remains that are within the jurisdiction and responsibility of the Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency should consider mitigation measures capable of avoiding or reducing significant impacts on human remains, to ensure compliance with the California Health and Safety Code, Section 7060 and Section 18950-18961 and Native American Heritage Commission, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • 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. • If any discovered remains are of Native American origin: • Contact the County Coroner to contact the Native American Heritage Commission to ascertain the proper descendants from the deceased individual. The coroner 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. • If the Native American Heritage Commission is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following	**The Project substantially conforms with this Mitigation Measure.** The Project is subject to the following regulatory compliance measure, which is capable of avoiding or reducing significant impacts on unique paleontological resources: • **RCM CUL-1** If human remains are encountered unexpectedly during excavation, grading, or construction activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event that human remains are discovered during said activities, the following procedure shall be observed: a) Stop immediately and contact the Los Angeles County Coroner: 1104 N. Mission Road Los Angeles, CA 90033 (323) 343-0512 (8 a.m. to 5 p.m. Monday through Friday) or (323) 343-0714 (After Hours, Saturday, Sunday, and Holidays) If the remains are determined to be of Native American descent, the County Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). In such case: b) The NAHC will immediately notify the person it believes to be the Most Likely Descendent (MLD) of the deceased Native American. c) The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. d) If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

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	conditions occur: • The Native American Heritage Commission is unable to identify a descendent; • The descendant identified fails to make a recommendation; or • The landowner or their authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.	
Energy *Increase Residential Energy Use, Increase Building Energy Use*	Project-Level Mitigation Measure **MM-EN-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of increased residential energy consumption that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with CALGreen, local building codes, and other applicable laws and regulations governing residential building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including: • Use energy efficient materials in building design, construction, rehabilitation, and retrofit. • Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. • Reduce lighting, heating, and cooling needs by taking advantage of light colored roofs, trees for shade, and sunlight. • Incorporate passive environmental control systems that account for the characteristics of the natural environment. • Use high-efficiency lighting and cooking devices. • Incorporate passive solar design. • Use high-reflectivity building materials and multiple glazing. • Prohibit gas-powered landscape maintenance equipment. • Install electric vehicle charging stations. • Reduce wood burning stoves or fireplaces. • Provide bike lanes accessibility and parking at residential developments.	**The Project substantially conforms with this Mitigation Measure**. As discussed in Section II, Project Description, the proposed building would meet and/or exceed all City Building Code and Title 24 requirements. The building would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star®-rated appliances, water saving/low-flow fixtures, non-volatile organic compound paints/adhesives, drought-tolerant planting, and high performance building envelopment. The project would implement approximately 1,152 square feet of solar panels on the roof of the mixed-use building. The project would include electric vehicle charging systems (EVCS) as well as clean air and electric vehicle ready parking spaces in the subterranean parking garage.
Geology and Soils *Adverse Effects due to Earthquake or Other Seismic Activity, Unstable Geologic Unit or Soil, Expansive Soil*	Project-Level Mitigation Measure **MM-GEO-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and	**The Project already substantially conforms to this Mitigation Measure.** The Project would be required to comply with the existing seismic design provisions regulations associated with the City of Los Angeles Building Code, which incorporates the 2016 Uniform Building Code (UBC) and 2016 California Building Code (CBC). The 2016 edition of the CBC is based on the 2015 International Building Code (IBC) published by the International Code Council, which replaced the Uniform Building Code. The 2016 CBC contains California amendments based on the American Society of Civil Engineers (ASCE) Minimum Design Standard ASCE/SEI 7-16, Minimum Design Loads for Buildings and Other Structures,

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	other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Consistent with Section 4.7.2 of the Alquist-Priolo Earthquake Fault Zoning Act, conduct a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site can and should be prepared by a licensed geologist. If an active fault is found and unfit for human occupancy over the fault, place a setback of 50 feet from the fault. • Use site-specific fault identification investigations conducted by licensed geotechnical professionals in accordance with the requirements of the Alquist-Priolo Act, as well as any applicable Caltrans regulations that exceed or reasonably replace the requirements of the Act to either determine that the anticipated risk to people and property is at or below acceptable levels or site-specific measures have been incorporated into the project design, consistent with the CBC and UBC. • Ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by the California Geological Survey, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas. • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that projects are designed in accordance with county and city code requirements for seismic ground shaking. With respect to design, consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code and State of California design standards for construction in or near fault zones, as well as all standard design, grading, and construction practices in order to avoid or reduce geologic hazards. • 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 be required prior to preparation of project designs. These investigations shall identify areas of potential expansive soils and recommend remedial geotechnical measures to eliminate any problems. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs. Geotechnical investigations identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. • Adhere to design standards described in the CBC and all standard geotechnical investigation, design, grading, and construction practices to avoid or reduce impacts from earthquakes, ground shaking, ground failure, and landslides. • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, design projects to avoid geologic units or soils that are unstable, expansive soils and soils prone to lateral spreading, subsidence, liquefaction, or collapse wherever feasible.	provides requirements for general structural design and includes means for determining earthquake loads as well as other loads (such as wind loads) for inclusion into building codes. Furthermore, construction would not exacerbate existing physical conditions pertaining to seismic hazards. Moreover, the Project is subject to regulatory compliance measures, which avoid and/or reduce the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides.
Geology and Soils *Soil Erosion or Loss of Topsoil*	Project-Level Mitigation Measure **MM-GEO-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such	**The Project substantially conforms with this Mitigation Measure**. The Project is subject to regulatory compliance measures, such as the preparation of a Wet Weather Erosion Control Plan (WWECP) and a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the requirements of the National Pollutant Discharge Elimination System (NPDES) permit which are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies that are capable of avoiding or reducing the Project's potential to result in substantial soil erosion or the loss of topsoil.

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	measures may include the following, or other comparable measures identified by the Lead Agency: • 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. • 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 conduct the following: • File a Notice of Intent (NOI) with the SWRCB. • 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. • Submit to the RWQCB a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP should start with the commencement of construction and continue through the completion of the project. • After construction is completed, the project sponsor can and should submit a notice of termination to the SWRCB. • 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. • 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.	
Greenhouse Gases *Cumulative Impacts, Forest Land Conversion*	Project-Level Mitigation Measure **MM-GHG-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases**,** the Lead Agency can and should consider mitigation measures to mitigate the significant effects of greenhouse gas impacts to ensure compliance with all applicable laws, regulations, governing CAPs, general plans, adopted policies and plans of local agencies, and standards set forth by responsible public agencies for the purpose of reducing emissions of greenhouse gases, as applicable and feasible. Consistent with Section 15126.4(c) of the State CEQA Guidelines, compliance can be achieved through adopting greenhouse gas mitigation measures that have been used for projects in the SCAG region as set forth below, or through	**The Project substantially conforms with this Mitigation Measure**. As discussed in Section VI Sustainable Communities Environmental Analysis, the project would not exceed the GHG emission threshold established by SCAQMD. As such, the project would not conflict with an applicable plan, policy, or regulation that has been adopted for reducing GHG emissions. Further, the Project complies with this Mitigation Measure because it incorporates features that would improve energy efficiency on-site and reduce the amount of GHG emissions generated by the Project. As discussed in Subsection 8 of Section IV, Sustainable Communities Environmental Analysis, through required compliance with the Los Angeles Green Building Code, the Project would be consistent with local and Statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. Moreover,

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	comparable measures identified by Lead Agency: • Measures in an adopted plan or mitigation program for the reduction of emissions that are required as part of the Lead Agency's decision. • Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines. • Off-site measures to mitigate a project's emissions. • 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: o Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction; o Use alternative (non-petroleum based) fuels; o Deployment of zero- and/or near zero emission technologies as defined by CARB; o Use lighting systems that are energy efficient, such as LED technology; o Use the minimum feasible amount of GHG-emitting construction materials that is feasible; o Use cement blended with the maximum feasible amount of fly ash or other materials that reduce GHG emissions from cement production; o Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste reduction, recycling, and reuse; o Incorporate passive solar and other design measures to reduce energy consumption and increase production and use of renewable energy; o Incorporate design measures like WaterSense fixtures and water capture to reduce water consumption; o Use lighter-colored pavement where feasible; o Recycle construction debris to maximum extent feasible; o Protect and plant shade trees in or near construction projects where feasible; and o Solicit bids that include concepts listed above. • Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to, transit-active transportation coordinated strategies, increased bicycle carrying capacity on transit and rail vehicles. • Incorporating bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; providing adequate bicycle parking and planning for and building local bicycle projects that connect with the regional network. • 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. • Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs. • Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles.	as a multi-family residential project that concentrates affordable units in a TPA that offers public transportation, the Project furthers the transit-oriented development and VMT reduction goals and objectives in the SCAG adopted 2016–2040 RTP/SCS. Therefore, the Project's generation of GHG emissions would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs.

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	• Land use siting and design measures that reduce GHG emissions, including: o Developing on infill and brownfields sites; o Building high density and mixed use developments near transit; o Retaining on-site mature trees and vegetation, and planting new canopy trees; o Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and o Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.	
Hazards and Hazardous Materials *Significant Hazard due to Routine Transport, Use, or Disposal of Hazardous Materials, Reasonably Foreseeable Upset and Accident Conditions, Hazardous Emissions or Materials Near School*	Project-Level Mitigation Measure **MM-HAZ-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the routine transport, use or disposal of hazardous materials that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Hazardous Waste Control Act, the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program, the Hazardous Waste Source Reduction and Management Review Act of 1989, the California Vehicle Code, and other applicable laws and regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • 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. • Where the construction or 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. • Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials. • Specify the need for interim storage and disposal of hazardous materials to be undertaken consistent with applicable federal, state, and local statutes and regulations in the plans and specifications of the transportation improvement project. • Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following: • The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. • The location of such hazardous materials.	**This Mitigation Measure is not relevant to the Project**. The Project will not result in the routine transport, use, or disposal of hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes. Such substances would comply with State Health Codes and Regulations. Construction could involve the use of potential hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. As such, there is no potential for significant effects related to this Mitigation Measure to occur.

Topic	Measure	Applicability to the Project
	• An emergency response plan including employee training information. • A plan that describes the manner in which these materials are handled, transported and disposed. • Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the Operations Manual for projects. • Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction. • Avoid overtopping construction equipment fuel gas tanks. • During routine maintenance of construction equipment, properly contain and remove grease and oils. • Properly dispose of discarded containers of fuels and other chemicals.	
Hazards and Hazardous Materials *Located on a Hazardous Materials Site Section 65962.5*	Project-Level Mitigation Measure **MM-HAZ-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Government Code Section 65962.5, Occupational Safety and Health Code of 197; the Response Conservation, and Recovery Act; the Comprehensive Environmental Response, Compensation, and Liability Act; the Hazardous Materials Release and Clean-up Act, and the Uniform Building Code, and County and City building standards, and all applicable federal, state, and local laws and regulations governing hazardous waste sites, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • 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. • 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. • 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. • 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.	**The Project substantially conforms with this Mitigation Measure**. Construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils typically used in construction. However, all such substances and materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions and are not expected to cause risk to the public or nearby schools. Upon compliance with applicable regulations, construction of the Project would not create a significant risk of exposure to hazardous materials for the public or the environment, including schools. The Project Site has been identified to be within a Methane Zone.[1] These areas pose a risk of methane intrusion emanating from geologic formations. Due to the existing potential environmental risk associated with construction in a Methane Zone, the Project would be subject to developmental regulations pertaining to ventilation and methane gas detection systems that are mandated by the City. Project development would be governed by the provisions of City of Los Angeles Building Code Chapter 71, Methane Mitigation Standards Ordinance. This ordinance provides installation procedures, design parameters and test protocols for methane gas mitigation systems. More specifically, the Methane Mitigation Standards ordinance includes requirements for site testing, methane mitigation systems, and ventilation systems. A Phase I Environmental Site Assessment was prepared for the Project in May 2018 which concluded there are no recognized environmental concerns on the site. However, the Phase I ESA recommended the preparation of Soil Vapor Study to determine if there are potential volatile organic compounds in soil vapor beneath the site. A Soil Vapor Study was prepared in September 2019 by Geocon West, Inc (see Appendix G). As discussed in Section VI, Sustainable Communities Environmental Analysis, benzene,

[1] *City of Los Angeles Department of City Planning Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: August 2019.*

Topic	Measure	Applicability to the Project
	• 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. • Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps. • Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. • 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. • Use best management practices (BMPs) regarding potential soil and groundwater hazards. • 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. • 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. • 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. • 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. • 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. • Where projects include the demolitions or modification of buildings constructed prior to 1968,	PCE, and chloroform in soil vapor are present in soil vapor beneath the Site at concentrations that may pose an unacceptable risk to human health of future site residents, workers, and visitors via vapor intrusion into indoor air. Therefore, HAZ-PDF-1 would be implemented, constructing a mitigation barrier below the slab to vent the vapors into the outdoor air. This barrier would reduce the potential exposure to potential contaminated soils and would not expose future residents, guests, workers, and transit users to hazardous material risks.

Topic	Measure	Applicability to the Project
	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. • 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. • Where a project site is determined to contain materials classified as hazardous waste by state or federal law are present, submit written confirmation to appropriate agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.	
Hazards and Hazardous Materials *Wildland Fire Risk*	Project-Level Mitigation Measure **MM-HAZ-8(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with local general plans, specific plans, and regulations provided by County and City fire departments, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Adhere to fire code requirements, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system. Other fire-resistant measures would be applied to eaves, vents, windows, and doors to avoid any gaps that would allow intrusion by flame or embers. • Adhere to the Multi-Jurisdictional Hazards Mitigation Plan, as well as local general plans, including policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, and public outreach. • Encourage the use of fire-resistant vegetation native to Southern California and/or to the local microclimate (e.g., vegetation that has high moisture content, low growth habits, ignition-resistant foliage, or evergreen growth), eliminate brush and chaparral, and discourage the use of fire-promoting species especially non-native, invasive species (e.g., pampas grass, fennel, mustard, or the giant reed) in the immediate vicinity of development in areas with high fire threat. • Encourage natural revegetation or seeding with local, native species after a fire and discourage reseeding of non-native, invasive species to promote healthy, natural ecosystem regrowth. Native vegetation is more likely to have deep root systems that prevent slope failure and erosion of burned areas than shallow-rooted non-natives. • Submit a fire safety plan (including phasing) to the Lead Agency and local fire agency for their review	**This Mitigation Measure is not relevant to the Project.** The Project Site is located in a fully urbanized area and there are no wildlands in the vicinity. Furthermore, the Project is subject to regulatory compliance measures, such as adherence to fire code requirements. As such, there is no potential for significant effects related to this Mitigation Measure to occur.

Topic	Measure	Applicability to the Project
	and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase. • Utilize Fire-wise Land Management by encouraging the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat. • Promote Fire Management Planning that would help reduce fire threats in the region as part of the Compass Blueprint process and other ongoing regional planning efforts. • Encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.	
Hydrology and Water Quality *Violate Water Quality Standards or Waste Discharge Requirements, Alteration of Site Drainage Pattern, Runoff Exceeding Stormwater Drainage System Capacity, Otherwise Degrade Water Quality*	Project-Level Mitigation Measure **MM-HYD-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all applicable laws, regulations, and health and safety standards set forth by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements in a manner that conforms with applicable water quality standards and/or waste discharge requirements, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction. • Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. • 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. • Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. • Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. • 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: o U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps should be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act. o Regional Walter Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above. o California Department of Fish and Wildlife (CDFW): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFW.	**The Project substantially conforms with this Mitigation Measure**. The Project would comply with waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Board, the City of Los Angeles Low Impact Development (LID) Ordinance and other regulatory agency requirements including, but not limited to, the National Pollution Discharge Elimination System (NPDES) permitting Requirements. The Project substantially conforms with this Mitigation Measure because the Project is subject to regulatory compliance measures that are capable of avoiding or reducing the potential impacts on water quality.

Topic	Measure	Applicability to the Project
	• Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. • 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. • Provide structural storm water runoff treatment consistent with the applicable urban storm water runoff permit. Where Caltrans is the operator, the statewide permit applies. • 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. • 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. • Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process. • Design projects to maintain volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, and volume without impacting the water's beneficial uses. Pre-project flow velocities, rates, and volumes must not be exceeded. This applies not only to increases in storm water runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters. • Provide culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel. • 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. • 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. • If a Project has the potential to create a major new stormwater discharge to a water body with an established Total Maximum Daily Load (TMDL), a quantitative analysis of the anticipated pollutant loads in the stormwater discharges to the receiving waters should be carried out.	

Topic	Measure	Applicability to the Project
Hydrology and Water Quality *Deplete Groundwater Supply or Interfere with Groundwater Recharge*	Project-Level Mitigation Measure **MM-HYD-2(b):** Consistent with the provisions of the Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with applicable laws, regulations, and health and safety standards set forth by federal, state, regional, and local authorities that regulate groundwater management, consistent with the provisions of the Groundwater Management Act and implementing regulations, including recharge in a manner that conforms with federal, state, regional, and local standards for sustainable management of groundwater basins, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • 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, to the greatest extent possible, 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. • 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 to the greatest extent possible, new impervious surfaces, including the use of in-lieu fees and off-site mitigation. • Avoid designs that require continual dewatering where feasible. • Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface. • Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.	**The Project substantially conforms with this Mitigation Measure.** The Project Site is located in an urbanized area that does not contain any significant groundwater recharge areas. Based on the Geotechnical Investigation, Appendix F, prepared for the Project, dewatering during construction and operation of the Project is not anticipated due to the current depth of the groundwater table. As such, there is no potential for significant effects related to this Mitigation Measure to occur.
Hydrology and Water Quality *Structures within a 100-Year Floodplain Hazard Area, Risk due to Levee or Dam Failure, Risks due to Seiche, Tsunami, or Mudflow*	Project-Level Mitigation Measure **MM-HYD-8(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows in a 100-year flood hazard area that are within the jurisdiction and authority of the Flood Control District, County Public Works Departments, local agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all federal, state, and local floodplain regulations, consistent with the provisions of the National Flood Insurance Program, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program. • Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan	**This Mitigation Measure is not relevant to the Project.** The Project Site is not, according to the Federal Emergency Management Agency (FEMA) flood insurance rate map, located within a designated flood zone. As such, there is no potential for significant effects related to this Mitigation Measure to occur.

Topic	Measure	Applicability to the Project
	flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.	
Land Use and Planning *Conflict with Applicable Land Use Plan, Policy, or Regulation*	Project-Level Mitigation Measure **MM-LU-1(b)**: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid conflicts with zoning and ordinance codes, general plans, land use plan, policy, or regulation of an agency with jurisdiction over the project, as applicable and feasible. Such measures may include the following, and/or other comparable measures identified by the Lead Agency: • Where an inconsistency with the adopted general plan is identified at the Project location, determine if the environmental, social, economic, and engineering benefits of the project warrant a variance from adopted zoning or an amendment to the general plan.	**The Project substantially conforms with this Mitigation Measure.** As part of the Project, the Applicant requests a General Plan Amendment per Los Angeles Municipal Code (LAMC) LAMC Section 11.5.6 to change the parcels designated as Low Medium II Residential to Highway Oriented Commercial /Limited Commercial. Additionally, the Applicant requests a JJJ compliant Vesting Zone Change per LAMC Section 12.32 Q to change the existing Project Site zones of C2-1-CUGU and RD1.5-1-CUGU to [T][Q]C2-1-CUGU. C2 Zone is permitted commercial uses listed in LAMC Section 12.14 and residential density of the R4 Zone per LAMC Section 12.11. Approval of the requested GPA and zoning change would not change the compatibility of the Project's proposed mixed-uses compared to the surrounding area or existing uses on-site. Additionally, the Project already substantially complies with this Mitigation Measure because, as analyzed and discussed in Section VI, Sustainable Communities Environmental Analysis, it does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. As such, there is no potential for significant effects related to this Mitigation Measure to occur.
Land Use and Planning *Physically Divide a Community*	Project-Level Mitigation Measure **MM-LU-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the physical division of an established community in a project area within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid the creation of barriers that physically divide such communities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Consider alignments within or adjacent to existing public rights-of-way. • Consider designs to include sections above- or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. • Wherever feasible incorporate direct crossings, overcrossings, or undercrossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). • Consider realigning roadway or interchange improvements to avoid the affected area of residential communities or cohesive neighborhoods. • 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: • Alignment shifts to minimize the area affected. • Reduction of the proposed right-of-way take to minimize the overall area of impact.	**The Project substantially conforms with this Mitigation Measure.** The Project would not cause any permanent street closures or block access to any surrounding land use. Since the Project would be developed within a long established developed urban area along an existing street grid system, the Project would not physically divide an established community by creating new streets or by blocking or changing the existing street grid pattern. As such, there is no potential for significant effects related to this Mitigation Measure to occur.

Topic	Measure	Applicability to the Project
	• Provisions for bicycle, pedestrian, and vehicle access across improved roadways. • Design new transportation facilities that consider access to existing community facilities. Identify and consider during the design phase of the project, community amenities and facilities in the design of the project. • Design roadway improvements that minimize barriers to pedestrians and bicyclists. Determine during the design phase, pedestrian and bicycle routes that permit connections to nearby community facilities.	
Mineral Resources *Loss of Availability of a Known Mineral Resource*	Project-Level Mitigation Measure **MM-MIN-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan that are within the jurisdiction and responsibility of the California Department of Conservation, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with SMARA, California Department of Conservation regulations, local general plans, specific plans, and other laws and regulation governing mineral or aggregate resources, as applicable and feasible. Such measures may include the following, other comparable measures identified by the Lead Agency: • Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects. • 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: • Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. • 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. • 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. • 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.	**This Mitigation Measure is not relevant to the Project.** The Project Site is fully developed and no oil wells are present. There are no oil extraction operations and drilling or mining of mineral resources at the Project Site, nor is the Project Site within an area identified for such uses. As such, there is no potential for significant effects related to this Mitigation Measure to occur.

Topic	Measure	Applicability to the Project
Noise *Exposure of Persons to Noise in Excess of Local Standards, Excessive Groundborne Vibration or Noise Levels, Substantial Permanent Increase in Noise Level, Substantial Temporary Increase in Noise Levels*	Project-Level Mitigation Measure **MM-NOISE-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure consistency with the Federal Noise Control Act, California Government Code Section 65302, the Governor's Office of Planning and Research Noise Element Guidelines, and the noise ordinances and general plan noise elements for the counties or cities where projects are undertaken, Federal Highway Administration and Caltrans guidance documents and other health and safety standards set forth by federal, state, and local authorities that regulate noise levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • Install temporary noise barriers during construction. • Include permanent noise barriers and sound-attenuating features as part of the project design. • Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance Where construction activities are authorized outside the limits established by the noise element of the general plan or noise ordinance, notify affected sensitive noise receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use, of the level of exceedance and duration of exceedance; and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices. • Limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels. • 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. • 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. • Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed. • Designate an on-site construction complaint and enforcement manager for the project. • Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. • Ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project	**The Project would substantially conform to this Mitigation Measure.** The City is required to comply with regulatory control measures in LAMC Section 41.40 and Section 112.05, which regulate noise from construction activities, in City of Los Angeles Building Regulations Ordinance No. 178,048, which require a construction site notice to be provided, in LAMC Section 112.02, which require that any heating, ventilation, and air conditioning (HVAC) system within any zone of the City not cause an increase in ambient noise levels on any other occupied property, and in LAMC Section 114.03, which prohibit loading/unloading activities within 200 feet of any residential building between the hours of 10:00 p.m. and 7:00 a.m. of the following day. As such, the Project would include the following regulatory compliance measures per LAMC 41.40 and 112.05: **RCM NOI-1** The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 (see LAMC Section 112.05), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels. **RCM NOI-2** Construction shall be restricted to the hours of 7:00 AM to 9:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday. **RCM NOI-3** Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. **RCM NOI-4** Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. **RCM NOI-5** Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible. **RCM NOI-6** Barriers such as, but not limited to, plywood structures or flexible sound control curtains shall be erected around the perimeter of the construction site, and around stationary equipment as feasible (i.e., generators, air compressors, etc.), to minimize the amount of noise during construction on the nearby noise-sensitive uses. Perimeter barriers shall be at least 8 feet in height and constructed of materials achieving a Transmission Loss (TL) value of at least 20 dBA, such as ½ inch plywood.[2]

[2] *Based on the FHWA Noise Barrier Design Handbook (July 14, 2011), see Table 3, Approximate sound transmission loss values for common materials.*

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	construction are hydraulically or electrically powered 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 can and should be used. External jackets on the tools themselves can and should be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures can and should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. • Ensure that construction equipment are not idle for an extended time in the vicinity of noise-sensitive receptors. • Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors. • Locate new roadway lanes, roadways, rail lines, transit-related passenger station and related facilities, park-and-ride lots, and other new noise-generating facilities away from sensitive receptors to the maximum extent feasible. • Where feasible, eliminate noise-sensitive receptors by acquiring freeway and rail rights-of-way. • Use noise barriers to protect sensitive receptors from excessive noise levels during construction. • Construct sound-reducing barriers between noise sources and noise-sensitive receptors to minimize exposure to excessive noise during operation of transportation improvement projects, including but not limited to earth-berms or sound walls. • 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. • Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction. • 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.	**RCM NOI-7** The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (see LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public. The above RCMs would also serve to reduce groundborne vibration impacts along with the following regulatory compliance measure: **RCM NOI-8** All construction work shall be performed in accordance with Section 91.3307.1 (Protection Required) of the LAMC and Section 832 of the Civil Code of California. Compliance with these standards will ensure all adjacent property shall be protected from damage during construction. The Project Applicant shall complete a structural monitoring program for the adjacent uses during construction including the following steps and procedures: • Prior to start of construction, the Applicant shall retain the services of a structural engineer to visit the adjacent uses to inspect and document the apparent physical condition of the buildings, including but not limited to the building structure, interior walls, and ceiling finishes. In addition, the structural engineer shall establish baseline structural conditions of the buildings and prepare a shoring design. • The Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the building during construction. The vibration monitoring system shall measure and continuously store the peak particle velocity (PPV) in inch/second. Vibration data shall be stored on a one-second interval. The system shall also be programmed for two preset velocity levels: a warning level of 0.17 inch/second (PPV), and a regulatory level of 0.20 inch/second (PPV). The system shall also provide real-time alert when the vibration levels exceed the two preset levels. • In the event the warning levels above are triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques. • In the event the regulatory levels above are triggered, the contractor shall halt the construction activities in the vicinity of the building and visually inspect the building for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.

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		• In the event damage occurs to an adjacent use due to construction vibration, such materials shall be repaired and restored to previous condition as feasible.
Noise *Exposure of Persons to Excessive Groundborne Vibration or Noise Levels*	Project-Level Mitigation Measure **MM-NOISE-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of vibration impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Federal Transportation Authority and Caltrans guidance documents, county or city transportation commission, noise and vibration ordinances and general plan noise elements for the counties and cities where projects are undertaken and other health and safety regulations set forth by federal state, and local authorities that regulate vibration levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • 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. • For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds. • 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. • For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as the use of more than one pile driver to shorten the total pile driving duration.	**The Project would substantially conform to this Mitigation Measure.** The City is required to comply with regulatory control measures in LAMC (see RCM NOI-1 through RCM NOI-8 above). As such, there is no potential for significant effects related to this Mitigation Measure to occur.
Population and Housing *Displacement of Housing, Requiring Replacement Housing Elsewhere*	Project-Level Implementation Measures **MM-PHE-2(b).** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to displacement that are within the jurisdiction and responsibility of Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to minimize the displacement of existing housing and people and to ensure compliance with local jurisdiction's housing elements of their general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • 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. • Prioritize the use existing ROWs, wherever feasible. • Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.	**This Mitigation Measure is not relevant to the Project.** The Project would consist of the development of new housing and commercial land uses on a site that is currently vacant and improved with a Metro Station. No displacement of existing housing would occur with the development of the Project, and therefore, none of the suggested measures are applicable. As such, there is no potential for significant effects related to this Mitigation Measure to occur.

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Public Services *Adverse Impacts Associated with New or Physically Altered Governmental Facilities for Public Protective Fire and Emergency Services*	Project-Level Mitigation Measure **MM-PS-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the performance objectives established in the adopted county and city general plans, to provide sufficient structures and buildings to accommodate fire and emergency response, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible: • Where the project has the potential to generate the need for expanded emergency response services which exceed the capacity of existing facilities, provide for the construction of new facilities directly as an element of the project or through dedicated fair share contributions toward infrastructure improvements. • During project-level review of government facilities projects, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.	**The Project substantially conforms to this Mitigation Measure.** As discussed in Section VI, Sustainable Communities Environmental Analysis, the Project would be served primarily by Fire Station No. 2, located at 1962 E. Cesar Chavez Avenue, approximately 0.5 mile north from the Project Site.[3] Fire Station No. 2 includes an assessment light force, engine, and paramedic rescue ambulance.[4] Fire Station No. 4, located at 450 E. Temple Street, approximately 1.7 miles west from the Project Site, would also serve the Project. Fire Station No. 4 includes an assessment engine, paramedic rescue ambulance, EMS battalion captain, and BLS rescue ambulance.[5] Furthermore, based on response metrics from January to July 2019, Fire Station No. 2 had an average response time 5 minutes and 9 seconds for non-EMS calls of, and 5 minutes and 9 seconds for EMS calls. Thus, the existing fire response distance from Fire Station No. 2 to the Project Site and average response time to the Project Site would be adequate.[6] Thus, the existing fire response distance from Fire Station No. 2 to the Project Site and average response time to the Project Site would be adequate. As discussed in Section VI, Sustainable Communities Environmental Analysis, emergency vehicle access to the Project Site would continue to be provided from local roadways (i.e., E. 1st Street and S. Soto Street). All improvements proposed would be in compliance with the Fire Code, including any additional access requirements of LAFD. Additionally, emergency access to the Project Site would be maintained at all times during both Project construction and operation. Therefore, the Project substantially conforms to this Mitigation Measure because existing facilities are capable of providing acceptable response times for fire protection and emergency response services.
Public Services *Adverse Impacts Associated with New or Physically Altered Governmental Facilities for Public Protective Security Services*	Project-Level Mitigation Measure **MM-PS-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the standards established in the safety elements of county and city general plans to maintain police response performance objectives, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project	**The Project substantially conforms to this Mitigation Measure.** As discussed in Section VI, Sustainable Communities Environmental Analysis, the Project Site is currently served by the City of Los Angeles Police Department's (LAPD) Hollenbeck Community Police Station, which is located at 2111 E. 1st Street, approximately 0.3 mile west from the Project Site. As discussed in Section VI, Sustainable Communities Environmental Analysis, in it is anticipated that any increase in demands upon police protection services would be relatively low, and not necessitate the construction of a new police station, the construction of which may cause significant environmental impacts. The Project substantially conforms to this Mitigation Measure because existing facilities are capable of providing acceptable response times for police protection. As such, there is no potential for significant effects related to this Mitigation Measure to occur.

[3] *City of Los Angeles Department of City Planning, Fire and Police Stations Map, May 2015, website: http://planning.lacity.org/mapgallery/Image/Citywide/LAPD_LAFD.pdf, accessed: August 2019.*

[4] *City of Los Angeles Fire Department, Fire Station Directory, March 2014.*

[5] *Ibid.*

[6] *City of Los Angeles Fire Department, Fire Stat LA, website: http://www.lafd.org/fsla/stations-map, accessed August 2019.*

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	and site-specific considerations as applicable and feasible, including: • Coordinate with public security agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public protective security services and that any required additional construction of buildings is incorporated into the project description. • Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements and/or personnel. • During project-level review of government facilities projects, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.	
Public Services *Adverse Impacts Associated with New or Physically Altered Governmental Facilities for School Services*	Project-Level Mitigation Measure **MM-PS-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the 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 that are within the jurisdiction and responsibility of school districts and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Community Facilities Act of 1982, the California Education Code, and the goals and policies established within the applicable adopted county and city general plans to ensure that the appropriate school district fees are paid in accordance with state law, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible: • Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable. • During project-level review of government facilities projects, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.	**The Project substantially conforms to this Mitigation Measure.** As discussed in Section VI, Sustainable Communities Environmental Analysis, the Project would generate approximately 26 students. However, to reduce any potential population growth impacts on public schools, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of facilities (pursuant to California Education Code Section 17620(a)(1)). The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits, and subdivisions. SB 50 is deemed to fully address school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local law. The Project would be required to pay the appropriate fees, based on the square footage, to LAUSD. As such, the Project already substantially conforms with this Mitigation Measure.
Recreation *Increased Use or Physical Deterioration of Recreational Facilities*	Project-Level Mitigation Measure **MM-REC-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of other public agencies and/or	**The Project substantially conforms to this Mitigation Measure.** As discussed in Section VI, Sustainable Communities Environmental Analysis, monies collected as part of the Dwelling Unit Construction Tax is placed in a "Park and Recreational Sites and Facilities Fund" and used exclusively for the acquisition and development of park and recreational sites and facilities as set forth in

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	Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures capable of avoiding or reducing significant impacts on the use of existing neighborhood and regional parks or other recreational facilities to ensure compliance with county and city general plans and the Quimby Act, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • 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 Project area, in coordination with local and regional open space planning and/or responsible management agencies. • 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: o Increasing the accessibility to natural areas for outdoor recreation. o Promoting infill development and redevelopment to revitalize existing communities. o Utilizing "green" development techniques. o Promoting water-efficient land use and development. o Encouraging multiple uses. o Including trail systems and trail segments in General Plan recreation standards. • Prior to the issuance of permits, where construction and operation of projects would require the acquisition or development of protected open space or recreation lands, demonstrate that existing neighborhood parks can be expanded or new neighborhood parks developed such that there is no net decrease in acres of neighborhood park area available per capita in the HQTA. • Where construction or expansion of recreational facilities is included in the project or required to meet public park service ratios, require implementation of Mitigation **Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.	LAMC Section 21.10.3(d). Additionally, the Project would be required to pay Park Fees to the LADRP per LAMC Section 19.17. In addition, the Project would include 8,171 square feet of open space including: a central courtyard, community terrace, roof terrace, community room, exercise room, and private balconies.
Transportation/Traffic *Conflict with Measures of Effectiveness for Performance of the Circulation System*	Project-Level Mitigation Measure **MM-TRA-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable	**The Project substantially conforms to this Mitigation Measure.** Based on the Transportation Impact Study prepared for the Project, construction and operation of the Project would have a less-than-significant impact on the street system in the vicinity of the Project. The Project Applicant would be required to submit formal construction staging and traffic control plans for review and approval by LADOT prior to the issuance of any construction permits. Moreover, the Project would implement the following regulatory compliance measure for temporary construction impacts: **RCM TRAF-1** The Applicant shall prepare a detailed Work Site Traffic Control Plan that shall include, but not be limited to, the following elements, as

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	measures identified by the Lead Agency: • Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation. • Create a ride-sharing program by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides. • Provide a vanpool for employees. • Fund capital improvement projects to accommodate future traffic demand in the area. • Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use, including: • Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement • Construction of bike lanes per the prevailing Bicycle Master Plan (or other similar document) • Signage and striping onsite to encourage bike safety • Installation of pedestrian safety elements (such as cross walk striping, curb ramps, countdown signals, bulb outs, etc.) to encourage convenient crossing at arterials • Installation of amenities such as lighting, street trees, trash and any applicable streetscape plan. • Direct transit sales or subsidized transit passes • Guaranteed ride home program • Pre-tax commuter benefits (checks) • On-site car-sharing program (such as City Car Share, Zip Car, etc.) • On-site carpooling program • Distribution of information concerning alternative transportation options • Parking spaces sold/leased separately • Parking management strategies; including attendant/valet parking and shared parking spaces. • Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas. • Encourage bicycling to transit facilities by providing additional bicycle parking, locker facilities, and bike lane access to transit facilities when feasible. • Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations, providing shuttle service to public transit, offering public transit incentives and providing public education and publicity about public transportation services. • Encourage bicycling and walking by incorporating bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments, creating bicycle lanes and walking paths directed to the location of schools and other logical points of destination and provide adequate bicycle parking, and encouraging commercial projects to include facilities on-site to encourage employees to bicycle or walk to work.	appropriate: • Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including estimated duration of construction and daily hours of construction; • Prohibition of construction worker or equipment parking on adjacent streets; • Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to ensure traffic safety on public rights of way. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Project Site's driveways. • Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men); • Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets; • Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets; • Containment of construction activity within the Project Site boundaries; • Safety precautions for pedestrians through such measures as alternate routing and protection barriers shall be implemented; • Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours; • Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times; • Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility; • Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects; • Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction

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	• Build or fund a major transit stop within or near transit development upon consultation with applicable CTCs. • Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles. • Provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions. • Educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles. • Purchase, or create incentives for purchasing, low or zero-emission vehicles. • Create local "light vehicle" networks, such as neighborhood electric vehicle systems. • Enforce and follow limits idling time for commercial vehicles, including delivery and construction vehicles. • Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles. • Reduce VMT-related emissions by encouraging the use of public transit through adoption of new development standards that would require improvements to the transit system and infrastructure, increase safety and accessibility, and provide other incentives. <u>Project Selection:</u> • Give priority to transportation projects that would contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability. • Separate sidewalks whenever possible, on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints. <u>Public Involvement:</u> • Carry out a comprehensive public involvement and input process that provides information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services. <u>Transit and Multimodal Impact Fees:</u> • Assess transit and multimodal impact fees for new developments to fund public transportation infrastructure, bicycle infrastructure, pedestrian infrastructure and other multimodal accommodations. • Implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions. <u>System Monitoring:</u> • Monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency. <u>Arterial Traffic Management:</u> • Modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary. <u>Signal Synchronization:</u> • Expand signal timing programs where emissions reduction benefits can be demonstrated, including	

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	maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic. HOV Lanes: • Encourage the construction of high-occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions. Delivery Schedules: • Establish ordinances or land use permit conditions limiting the hours when deliveries can be made to off-peak hours in high traffic areas. • Implement and supporting trip reduction programs. • Support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders, and providing incentives. • Establish standards for new development and redevelopment projects to support bicycle use, including amending the Development Code to include standards for safe pedestrian and bicyclist accommodations, and require new development and redevelopment projects to include bicycle facilities. • Bicycle and Pedestrian Trails: o Establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations. Bicycle Safety Program: • Develop and implement a bicycle safety educational program to teach drivers and riders the laws, riding protocols, routes, safety tips, and emergency maneuvers. • Bicycle and Pedestrian Project Funding: Pursue and provide enhanced funding for bicycle and pedestrian facilities and access projects. Bicycle Parking: • Adopt bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10 percent of projected use at all public and commercial facilities, and at a rate of at least one per residential unit in multiple-family developments (suggestion: check language with League of American Bicyclists). • Adopt a comprehensive parking policy to discourage private vehicle use and encourage the use of alternative transportation by incorporating the following: o Reduce the available parking spaces for private vehicles while increasing parking spaces for shared vehicles, bicycles, and other alternative modes of transportation; o Eliminate or reduce minimum parking requirements for new buildings; o "Unbundle" parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space); o Use parking pricing to discourage private vehicle use, especially at peak times; o Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities; o Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times; o Encourage shared parking programs in mixed-use and transit-oriented development areas.	

Topic	Measure	Applicability to the Project
	• Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events, including: o Promote the use of peripheral parking by increasing on-site parking rates and offering reduced rates for peripheral parking; o Encourage special event center operators to advertise and offer discounted transit passes with event tickets; o Encourage special event center operators to advertise and offer discount parking incentives to carpooling patrons, with four or more persons per vehicle for on-site parking; o Promote the use of bicycles by providing space for the operation of valet bicycle parking service. • Parking "Cash-out" Program: o Require new office developments with more than 50 employees to offer a Parking "Cash-out" Program to discourage private vehicle use. • Pedestrian and Bicycle Promotion: o Work with local community groups and downtown business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation. • Fleet Replacement: o Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.	
Transportation/Traffic *Conflict with Applicable Congestion Management Program*	Project-Level Mitigation Measure **MM-TRA-2(b).** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding conflict with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures such as those set forth below, or through other relevant and feasible comparable measures identified by the Lead Agency. Not all measures and/or options within each measure may apply to all jurisdictions: • Encourage a comprehensive parking policy that prioritizes system management, increase rideshare, and telecommute opportunities, including investment in non-motorized transportation and discouragement against private vehicle use, and encouragement to maximize the use of alternative transportation: o Advocate for a regional, market-based system to price or charge for auto trips during peak hours. o Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation. o Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where traffic signals or streetlights are installed, require the use of Light Emitting Diode (LED) technology or similar technology.	**This Mitigation Measure is not relevant to the Project.** The Congestion Management Program (CMP) was established statewide in 1990 to implement Proposition 111, tying appropriation of new gas tax revenues to congestion reduction efforts. CMP is managed at the countywide level and primarily uses an LOS performance metric, which is inconsistent with more recent state efforts to transition to VMT-based performance metrics. California Government Code Section 65088.3 allows counties to opt out of CMP requirements without penalty, if a majority of local jurisdictions representing a majority of a county's population formally adopt resolutions requesting to opt out of the program. On June 20, 2018, Los Angeles County Metropolitan Transportation Authority (Metro) initiated a process to gauge the interest of local jurisdictions in opting out of State CMP requirements. On July 30, 2019, the Los Angeles City Council passed a resolution to opt out of the CMP program, and on August 28, 2019, Metro announced that the thresholds had been reached and the County of Los Angeles had opted to be exempt from CMP. As such, the provisions of CMP no longer apply to any of the 89 local jurisdictions in Los Angeles County. Accordingly, CMP analysis is no longer included in City of Los Angeles environmental documents. Therefore, this Mitigation Measure is not required. Nevertheless, to reduce any potential impacts related to construction, RCM-TRAF-1, described above would be incorporated. There is no potential for significant effects related to this Mitigation Measure.

Topic	Measure	Applicability to the Project
	o Encourage the use of car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation. o Reduce VHDs, especially daily heavy-duty truck vehicle hours of delay, through goods movement capacity enhancements, system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce heavy-duty truck delay. • Determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. Develop a construction management plan that include the following items and requirements, if determined feasible and applicable by the Lead Agency: o A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. o Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur. o Location of construction staging areas for materials, equipment, and vehicles at an approved location. o A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Lead Agency shall be informed who the Manager is prior to the issuance of the first permit. o Provision for accommodation of pedestrian flow. o As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on street spaces. o Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor's expense., within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, r Repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy. o Any heavy equipment brought to the construction site shall be transported by truck, where feasible. o No materials or equipment shall be stored on the traveled roadway at any time. o Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion. o All equipment shall be equipped with mufflers. o Prior to the end of each work-day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property,	

Topic	Measure	Applicability to the Project
	within the public rights-of-way, or properties of adjacent or nearby neighbors. o Promote "least polluting" ways to connect people and goods to their destinations. • Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking, by incorporating the following, if determined feasible and applicable by the Lead Agency: o Ensure transportation centers are multi-modal to allow transportation modes to intersect. o Provide adequate and affordable public transportation choices, including expanded bus routes and service, as well as other transit choices such as shuttles, light rail, and rail. o To the extent feasible, extend service and hours of operation to underserved arterials and population centers or destinations such as colleges. o Focus transit resources on high-volume corridors and high-boarding destinations such as colleges, employment centers and regional destinations. o Coordinate schedules and routes across service lines with neighboring transit authorities. o Support programs to provide "station cars" for short trips to and from transit nodes (e.g., neighborhood electric vehicles). o Study the feasibility of providing free transit to areas with residential densities of 15 dwelling units per acre or more, including options such as removing service from less dense, underutilized areas to do so. o Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management shall be considered where needed to reduce conflicts between transit vehicles and other vehicles. o Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. o Use park-and-ride facilities to access transit stations only at ends of regional transit ways or where adequate feeder bus service is not feasible. • Upgrade and maintain transit system infrastructure to enhance public use, if determined feasible and applicable by the Lead Agency, including: o Ensure transit stops and bus lanes are safe, convenient, clean and efficient. o Ensure transit stops have clearly marked street-level designation, and are accessible. o Ensure transit stops are safe, sheltered, benches are clean, and lighting is adequate. o Place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one-half mile. • Enhance customer service and system ease-of-use, if determined feasible and applicable by the Lead Agency, including: o Develop a Regional Pass system to reduce the number of different passes and tickets required of system users. o Implement "Smart Bus" technology, using GPS and electronic displays at transit stops to provide	

Topic	Measure	Applicability to the Project
	customers with "real-time" arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service). o Investigate the feasibility of an on-line trip-planning program. • Prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation, if determined feasible and applicable by the Lead Agency, including: o Give funding preference to improvements in public transit over other new infrastructure for private automobile traffic. o Before funding transportation improvements that increase roadway capacity and VMT, evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access. • Promote ride sharing programs, if determined feasible and applicable by the Lead Agency, including: o Designate a certain percentage of parking spaces for ride-sharing vehicles. o Designate adequate passenger loading, unloading, and waiting areas for ride-sharing vehicles. o Provide a web site or message board for coordinating shared rides. o Encourage private, for-profit community car-sharing, including parking spaces for car share vehicles at convenient locations accessible by public transit. o Hire or designate a rideshare coordinator to develop and implement ridesharing programs. • Support voluntary, employer-based trip reduction programs, if determined feasible and applicable by the Lead Agency, including: o Provide assistance to regional and local ridesharing organizations. o Advocate for legislation to maintain and expand incentives for employer ridesharing programs. o Require the development of Transportation Management Associations for large employers and commercial/ industrial complexes. o Provide public recognition of effective programs through awards, top ten lists, and other mechanisms. • Implement a "guaranteed ride home" program for those who commute by public transit, ride-sharing, or other modes of transportation, and encourage employers to subscribe to or support the program. • Encourage and utilize shuttles to serve neighborhoods, employment centers and major destinations. • Create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers. • Work with existing shuttle service providers to coordinate their services. • Facilitate employment opportunities that minimize the need for private vehicle trips, including: o Amend zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations. o Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate. • Enforce state idling laws for commercial vehicles, including delivery and construction vehicles. • Organize events and workshops to promote GHG-reducing activities.	

Topic	Measure	Applicability to the Project
	• Implement a Parking Management Program to discourage private vehicle use, including: o Encouraging carpools and vanpools with preferential parking and a reduced parking fee. o Institute a parking cash-out program. o Renegotiate employee contracts, where possible, to eliminate parking subsidies. o Install on-street parking meters with fee structures designed to discourage private vehicle use. o Establish a parking fee for all single-occupant vehicles. • Work with school districts to improve pedestrian and bicycle to schools and restore school bus service • Encourage the use of bicycles to transit facilities by providing bicycle parking lockers facilities and bike land access to transit facilities. • Monitor traffic congestion to determine where and when new transportation facilities are needed to increase access and efficiency. • Develop and implement a bicycle and pedestrian safety educational program to teach drivers and riders the laws, riding protocols, safety tips, and emergency maneuvers. • Synchronize traffic signals to reduce congestion and air quality. • Work with community groups and business associations to organize and publicize walking tours and bicycle evens. • Support legislative efforts to increase funding for local street repair.	
Transportation/Traffic *Inadequate Emergency Access* Hazards and Hazardous Materials *Impair or Interfere with Emergency Response or Evacuation Plan*	Project-Level Mitigation Measure **MM-TRA-5(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider improving emergency access and ensuring compliance with the provisions of the county and city general plan, Emergency Evacuation Plan, and other regional and local plans establishing access during emergencies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency: • 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: o 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. o 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. o Scheduling of truck trips outside of peak morning and evening commute hours.	**The Project substantially conforms to this Mitigation Measure**. Emergency access to the Project site would be provided by the existing street system, and the Project is designed and would be constructed in accordance with LAMC requirements to ensure proper emergency access. Moreover, 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 lane of opposing traffic. Nevertheless, to reduce any potential impacts related to construction, mandatory compliance with the following regulatory compliance measure, RCM-TRAF-1, described above would be incorporated.

Topic	Measure	Applicability to the Project
	o Limiting of lane closures during peak hours to the extent possible. o Usage of haul routes minimizing truck traffic on local roadways to the extent possible. o Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. o Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. o Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures. o Storage of construction materials only in designated areas. • Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. • Enhance emergency preparedness awareness among public agencies and with the public at large. • Provision for collaboration in planning, communication, and information sharing before, during, or after a regional emergency through the following: o Incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities. o Provide a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format. o Enter into mutual aid agreements with other local jurisdictions, in coordination with the California OES, in the event that an event disrupts the jurisdiction's ability to function.	
Utilities and Service Systems *Require New Water or Wastewater Treatment Facilities*	Project-Level Mitigation Measure **MM-USS-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on utilities and service systems, particularly for construction of storm water drainage facilities including new transportation and land use projects that are within the responsibility of local jurisdictions including the Riverside, San Bernardino, Los Angeles, Ventura, and Orange Counties Flood Control District, and County of Imperial. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures, as applicable and feasible. These mitigation measures are within the responsibility of the Lead Agencies and Regional Water Quality Control Boards of (Regions 4, 6, 8, and 9) pursuant to the provisions of the National Flood Insurance Act, stormwater permitting requirements for stormwater discharges for new constructions, the flood control act, and Urban Waste Management Plan. Such mitigation measures, or other comparable measures, capable of avoiding or reducing significant impacts on the use of existing storm water drainage facilities and can and should be adopted where Lead Agencies	**The Project substantially conforms to this Mitigation Measure.** The largely impervious existing Project Site conditions and the increase in the amount of landscaping and other pervious surfaces, the Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Dewatering, treatment, and disposal of groundwater would be conducted in accordance with permitted requirements set forth by the Los Angeles Regional Water Quality Control Board (LARWQCB)'s Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. This permit specifies groundwater discharge prohibitions, receiving water limitations, monitoring and reporting program requirements, and general compliance determination criteria for groundwater discharges. In addition, the Project would be designed to comply with the City of Los Angeles's Low Impact Development (LID) design standard. Runoff from the

Topic	Measure	Applicability to the Project
	identify significant impacts on new storm water drainage facilities.	Project site is and would continue to be collected on the site and directed towards existing storm drains in the vicinity. Therefore, the City has determined that the Project would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems.
Utilities and Service Systems *Require New or Expanded Entitlements for Water Supply*	Project-Level Mitigation Measure **MM-USS-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with EO B-29-15, provisions of the Porter –Cologne Water Quality Control Act, California Domestic Water Supply Permit requirements, and applicable County, City or other Local provisions. Such measures may include the following or other comparable measures identified by the Lead Agency: • 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 (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. • 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. • Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. • Ensure that 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, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Comply with appropriate building codes and standard practices including the Uniform Building Code. • 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. Minimized new impervious surfaces to the greatest extent possible, including the use of in-lieu fees and off-site mitigation. • Avoid designs that require continual dewatering where feasible. Where feasible, do not site transportation facilities in groundwater recharge areas, to prevent conversion of those areas to impervious surface	**The Project substantially conforms to this Mitigation Measure.** The net increase of water demand from the Project would be within the projections of the City of Los Angeles's 2015 Urban Water Management Plan and no new or expanded entitlements for water supply would be required. As discussed in the Section II, Project Description, the proposed building would meet and/or exceed all City Building Code and Title 24 requirements, and the Project would emphasize water conservation through the use of energy star appliances and low flow plumbing fixtures.

Topic	Measure	Applicability to the Project
Utilities and Service Systems *Landfill with Sufficient Capacity*	Project-Level Mitigation Measure **MM-USS-6(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project that has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance pursuant to the provisions of the Solid Waste Diversion Goals and Integrated Waste Management Plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following: o Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. o Inclusion of a waste management plan that promotes maximum C&D diversion. o 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.). o Reuse of existing structure and shell in renovation projects. o Design for deconstruction without compromising safety. o Design for flexibility through the use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable building components. o Development of indoor recycling program and space. o 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. o Locally generated waste should be disposed of regionally, considering distance to disposal site. Encourage disposal near 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 2016 RTP/SCS policies can and should be required. o Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 50 percent waste diversion target. o 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. o 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	**The Project substantially conforms to this Mitigation Measure.** The Project would comply with the City of Los Angeles Green Building Code, which requires the recycling and/or salvaging of 65 percent of non-hazardous construction and demolition waste. Construction and Demolition materials would be conveyed pursuant to the City's Waste Hauler Permit Program (Ordinance 181519), effective January 1, 2011. Under this Ordinance, all private waste haulers collecting solid waste within the City, including C&D waste, are required to obtain Assembly Bill 939 (AB 939) Compliance Permits and to transport C&D waste to City certified C&D processing facilities.

Topic	Measure	Applicability to the Project
	toward food banks and composting facilities. o Develop alternative waste management strategies such as composting, recycling, and conversion technologies. o Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts. o Require the reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). o Integrate reuse and recycling into residential industrial, institutional and commercial projects. o Provide recycling opportunities for residents, the public, and tenant businesses. o Provide education and publicity about reducing waste and available recycling services. o Continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, encourage further recycling to exceed these rates. o 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.	
Source: Southern California Association of Governments, Final 2016 2016-2040 RTP/SCS Program Environmental Impact Report, Mitigation Monitoring and Reporting Program, April 2016.		

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V. INITIAL STUDY CHECKLIST FORM

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK

ROOM 395, CITY HALL

LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)

LEAD CITY AGENCY:	**COUNCIL DISTRICT:**	**DATE:**
City of Los Angeles Department of City Planning	14 – José Huizar	March 2020
RESPONSIBLE AGENCIES: Los Angeles Metro		
ENVIRONMENTAL CASE: ENV-2019-2314-SCEA	**RELATED CASES:** CPC-2019-2313-GPAJ-VZCJ-SPR	
PREVIOUS ACTIONS CASE NO. N/A	DOES have significant changes from previous actions. DOES NOT have significant changes from previous actions.	

ENV PROJECT DESCRIPTION:

The Project proposes the development of a 5-story, 64.5-foot high mixed-use affordable housing building consisting 63 affordable units and 1 market rate manager's unit, 2,344 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage. The Project Site is approximately 47,239 square feet (1.08 acres) in size and would include approximately 77,945 square feet of building area and a floor area ratio (FAR) of 1.65 to 1. The Project would not require the demolition of any existing structures. However, part of the Project Site contains the Metro Soto Station Plaza, which the Project would be integrated with. Developments within the vicinity of the Project Site consist primarily of single-family and multi-family residences, and commercial uses along E. 1st Street. The Project Site is accessible by E. 1st Street with a street designation of Avenue II, S. Soto Street with a street designation of Avenue II and an alley, and located approximately four blocks east of the US-5 Freeway. To allow for the proposed development, the Project Applicant is requesting the following discretionary approvals: ((1) A General Plan Amendment per Los Angeles Municipal Code (LAMC) Section 11.5.6 to change the Land Use Designation from Low Medium II to Highway Oriented Commercial/Limited Commercial; (2) A JJJ complaint Vesting Zone Change per LAMC Section 12.32(Q) from C2-1-CUGU and RD1.5-1-CUGU to [T][Q]C2-1-1CUGU; (3) Utilizing Developer Incentives per LAMC Section 11.5.11(e), to allow: Rear Yard Reduction to 8' in lieu of 17', FAR Increase to 1.65:1 in lieu of 1.5:1, and Parking at 0.5 Spaces Per Unit, including 40% compact; (4) A Site Plan Review per LAMC Section 16.05; (5) Adoption of the SCEA; and (6) Approval of other permits, ministerial or discretionary, as maybe be necessary.

ENVIRONMENTAL SETTING:

The Project Site includes six parcels (APNs 5183-009-904 through -907, -909, and -910). The approximately 47,239 square-foot (1.08-acre) Project Site contains the Metro Soto Station Plaza at the southwest corner of E. 1st Street and S. Soto Street in the Boyle Heights Community Plan Area. The Project Site is surrounded by adjacent residences to the south, residences and commercial uses to the west across an alleyway, residences to the east across S. Soto Street, and residences and commercial uses to the north across E. 1st Street.

PROJECT LOCATION: 111-121 S. Soto Street and 2316-2328 E. 1st Street, Los Angeles, CA 90033

COMMUNITY PLAN AREA: Boyle Heights		**AREA PLANNING COMMISSION:**	**CERTFIED NEIGHBORHOOD COUNCIL:**
STATUS:		East Los Angeles	Boyle Heights
Ç Preliminary			
Ç Proposed	Ç Does NOT Conform to Plan		

EXISTING ZONING:	**MAX DENSITY ZONING:**	**LA River Adjacent:**
C2-1-CUGU and RD1.5-1-CUGU	121 Dwelling Units	No

GENERAL PLAN LAND USE:	MAX. DENSITY PLAN:	PROPOSED PROJECT DENSITY: 64
Highway Oriented and Limited Commercial and Low Medium II Residential	121 Dwelling Units	Dwelling Units

Determination (To be completed by Lead Agency)

On the basis of this initial evaluation:

Ç I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

Ç I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

Ç I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Ç I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

Ç I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

| I find that the Project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because the SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA) identified measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.

Signature	Title	Phone

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9. The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question; and

    b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Less Than Significant With Mitigation Measures Incorporated" as indicated by the checklist on the following pages.

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

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:
East LA Community Corporation

APPLICANT ADDRESS:
2917 E. 1st Street
Los Angeles, CA 90033

AGENCY REQUIRING CHECKLIST:
Department of City Planning

PROPOSAL NAME (If Applicable):
Los Lirios Mixed-Use Project

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN SECTION III OF THIS INITIAL STUDY. PLEASE REFER TO THE APPLICABLE RESPONSE IN SECTION III FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
I. AESTHETICS Except as provided in Public Resources Code Section 21099, would the project:					
a.	Have a substantial adverse effect on a scenic vista?				
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				
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. 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 nonagricultural use?				
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				
III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a.	Conflict with or obstruct implementation of the applicable air quality plan?				
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?				
c.	Expose sensitive receptors to substantial pollutant concentrations?				
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV.	**BIOLOGICAL RESOURCES**				
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?				
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?				
c.	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				
V.	**CULTURAL RESOURCES**				
a.	Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				
c.	Disturb any human remains, including those interred outside of dedicated cemeteries?				
VI.	**ENERGY**				
a.	Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				
VII.	**GEOLOGY AND SOILS**				
a.	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
ii.	Strong seismic ground shaking?				
iii.	Seismic-related ground failure, including liquefaction?				
iv.	Landslides?				
b.	Result in substantial soil erosion or the loss of topsoil?				

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				
VIII.	**GREENHOUSE GAS EMISSIONS**				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				
IX.	**HAZARDS AND HAZARDOUS MATERIALS**				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				
d.	Be located on a site 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?				
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				
X.	**HYDROLOGY AND WATER QUALITY**				
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?				
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i.	Result in substantial erosion or siltation on- or off-site;				

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii.	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;				
iii.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				
iv.	Impede or redirect flood flows?				
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				
XI.	**LAND USE AND PLANNING**				
a.	Physically divide an established community?				
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				
XII.	**MINERAL RESOURCES**				
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?				
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?				
XIII.	**NOISE**				
a.	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
b.	Generation of excessive groundborne vibration or groundborne noise levels?				
c.	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				
XIV.	**POPULATION AND HOUSING**				
a.	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				
b.	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				
XV.	**PUBLIC SERVICES** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a.	Fire protection?				
b.	Police protection?				
c.	Schools?				
d.	Parks?				
e.	Other public facilities?				

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.	**RECREATION**				
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	❑	❑	☒	☒
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	❑	❑	❑	❑
XVII.	**TRANSPORTATION**				
a.	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	❑	❑	☒	❑
b.	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	❑	❑	☒	❑
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	❑	❑	☒	❑
d.	Result in inadequate emergency access?	❑	❑	☒	❑
XVIII.	**TRIBAL CULTURAL RESOURCES** Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a.	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	❑	☒	❑	❑
b.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	❑	☒	❑	❑
XIX.	**UTILITIES AND SERVICE SYSTEMS**				
a.	Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?	❑	❑	☒	❑
b.	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	❑	❑	☒	❑
c.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	❑	❑	☒	❑
d.	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	❑	❑	☒	❑
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	❑	❑	☒	❑

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX.	**WILDFIRE** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?				
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?				
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?				
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?				
XXI.	**MANDATORY FINDINGS OF SIGNIFICANCE**				
a.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of 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?				
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)?				
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				

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VI. SUSTAINABLE COMMUNITIES ENVIRONMENTAL ANALYSIS

INTRODUCTION

This section of the SCEA contains an assessment and discussion of impacts associated with each environmental issue and subject area identified in the Initial Study Checklist. The thresholds of significance are based on the CEQA Guidelines Appendix G Environmental Checklist Form. The *L.A. CEQA Thresholds Guide* (2006) is utilized only where applicable and relevant in assisting the Appendix G thresholds.

1. AESTHETICS

Senate Bill (SB) 743 [Public Resources Code (PRC) Section 21099(d)] sets forth new guidelines for evaluating project transportation impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099 defines an "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC Section 21099 defines an "infill site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

The related City of Los Angeles Department of City Planning Zoning Information (ZI) File ZI No. 2452 provides further instruction concerning the definition of transit priority projects and that "visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the *L.A. CEQA Threshold Guide (2006)* shall not be considered an impact for infill projects within TPAs pursuant to CEQA."[1]

As shown in Sections II. Project Description and III. SCEA Criteria and TPP Consistency Analysis, the Project is a mixed-use development containing residential and commercial uses on an infill site within a TPA and therefore, PRC Section 21099(d) applies to the Project and the Project is exempt from aesthetic impacts. The analysis in this initial study is for informational purposes only and not for determining whether the Project will result in significant impacts to the environment. Any aesthetic impact analysis in this initial study is included to discuss what aesthetic impacts would occur from the Project if PRC Section 21099(d)

[1] *City of Los Angeles Department of City Planning, Zoning Information File ZA No. 2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA. Available at: http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf. Accessed October 24, 2019.*

was not in effect. As such, nothing in the aesthetic impact discussion in this initial study shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

The following analysis utilizes information provided in the Los Lirios Apartments Arborist Report, prepared by James Komen, December 16, 2019 (Tree Report); and the Record Search Results for the Proposed Los Lirios Mixed-Use Project, prepared by the South Central Coastal Information Center, June 26, 2019 (Historic Records Search). The Tree Report is available as Appendix A and the Historic Records Search is available as Appendix B.

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

No Impact. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance); and focal views (visual access to a particular object, scene, or feature of interest). The Project Site is located within a high-density urban area and two of the Project Site's parcels are currently vacant. The other four parcels include the Metro Soto Station and Plaza. The Project Site is surrounded by adjacent residences to the south, residences and commercial uses to the west across an alleyway, residences to the east across S. Soto Street, and residences and commercial uses to the north across E. 1st Street.

The Project Site is comprised of six parcels within a developed area of the Boyle Heights Community Planning area of the City of Los Angeles and does not possess any unique aesthetic characteristics. The Project would improve the Project Site with a new five-story, 64.5-foot high mixed-use affordable housing building consisting 63 affordable units and one market-rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage. Additionally, 8,171 square feet of open space will be provided via a central courtyard, community terrace, roof terrace, community room, exercise room, and private balconies. Due to the relatively level topography and extent of development within the immediate area, there are no scenic views or vantage points that afford scenic views. Therefore, no significant impact to any recognized or valued scenic view would occur.

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

No Impact. The Project Site is bounded by E. 1st Street to the north, S. Soto Street to the east, an alley to the west, and a private property improved with a multi-family residential building to the south. There are no State-designated scenic highways or highways eligible for scenic designation in the Project Site vicinity.[2] There are also no locally-designated scenic highways in the Project Site vicinity.[3] The Project Site currently contains four vacant parcels and two parcels containing Metro Soto Station and Plaza. The Metro Station is not considered a scenic resource. The Project Site does not contain any natural scenic resources, such as native habitat, locally protected tree species, or unique geologic features. As detailed in the Project's Tree Report, there are 29 trees on the Project Site, none of which are classified as a protected native species. All but 19 trees would be removed for the construction of the Project. As concluded in the Historic Records Search, there are no designated historic resources on the site. Because there are no

[2] *ArcGIS, California Scenic Highways,, website: https://www.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=f0259b1ad0fe4093a5604c9b838a486a, accessed: August 2019.*

[3] *City of Los Angeles Department of City Planning, Mobility Plan 2035, Citywide General Plan Circulation System, Map A5 – Central, East and Cornfield Arroyo Secco Plan (CASP) Subarea, September 2016.*

scenic resources on the Project Site, and the Site is not within a State scenic highway, there would be no impact.

c) For a project in a non-urbanized area, would it substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) For a project in an urbanized area, would it conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The existing visual character of the Project Site is located in a highly urbanized area, surrounded by a variety of land uses including commercial and residential uses. As stated earlier, the Project Site is currently vacant and includes the Metro Soto Station Plaza.

The Project Site is in an urbanized area and would not conflict with applicable zoning and regulations that govern scenic quality as discussed in detail in Section VI.11, *Land Use and Planning*. The Project is designed to integrate a new mixed-use building into a cohesive, pedestrian-friendly environment that would enliven the Metro Soto Station Plaza as well as the street frontages along E. 1st Street and S. Soto Street with ground level commercial uses and subterranean parking that is hidden from the street. The new street level public plaza area would include landscaping and would open up visually to the public.

The Project would also upgrade the visual character by providing new trees and landscaping along the Project perimeter. Native and drought tolerant plants would also be integrated to reduce water requirements. The proposed building would provide a variety of architectural materials and building planes and ground-level façade transparency, with special attention to the surrounding environment while also providing a pedestrian-scale street level. The design of the proposed building alternates different textures, colors, materials, and distinctive architectural treatments to add visual interest and to avoid repetitive façades. Because the project would not conflict with applicable zoning and other regulations governing scenic quality, this impact would be less than significant.

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

Less Than Significant Impact. The Project is located in a well-lit mixed-use area of the City where there are moderate to high levels of ambient nighttime lighting, including street lighting, vehicle headlights, architectural and security lighting, and indoor building illumination (light emanating from structures which passes through windows), all of which are common to densely populated areas. Artificial light impacts are largely a function of proximity. The Project Site is located within a mixed-use environment, so that light emanating from any one source contributes to lighting impacts rather than being solely responsible for lighting impacts on a particular use. As uses surrounding the Project Site are already impacted by lighting from existing development within the area, the amount of new light sources must be highly visible from light-sensitive uses to have any notable effect.

Per LAMC Section 41.40, construction activities are prohibited between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturday. Construction activities are prohibited on Sundays and all federal holidays. Therefore, construction would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur during evening hours. During operations, the Project's mix of uses would generate levels of interior and exterior lighting for security, parking entrances, signage and architectural highlighting, similar to other uses in the area. Soft accent lighting used for signage, and architectural highlighting would be directed to permit visibility of the highlighted elements but would not be so bright as to cause substantial light spill off the Project Site.

Outdoor lighting would be designed and installed with shielding, such that lighting would be directed and focused on the Project Site and not on adjacent residential properties in accordance with LAMC lighting regulations which require that operational lighting will be directed downward or on the specific on-site feature to be lit or avoid direct glare onto exterior glazed windows or glass doors of existing and adjacent uses. . Proposed signage and outdoor lighting would be subject to applicable regulations contained within the LAMC. Specifically, LAMC Section 93.0117(b) limits lighting intensity or direct glare onto exterior glazed windows or glass doors on any property containing residential units; elevated habitable porch, deck, or balcony on any property containing residential units; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units.

LAMC Section 14.4.4.E, requires that no sign shall be arranged and illuminated in a manner that would produce a light intensity of greater than three foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property. Therefore, light impacts are considered less than significant.

Existing glare in the Project area is not substantial and is typical of a highly urbanized area, with sunlight reflected off of reflective materials utilized in buildings and from vehicle windows and other surfaces. In accordance with City requirements (i.e. Chapter 9, Article 3, Division 1, Section 93.017(b))the exterior of the proposed structure would use materials such as, high-performance and/or low-reflective glass (no mirrorlike tints or films) and pre-cast concrete or fabricated wall surfaces that would minimize glare and reflected heat. To the extent glare is experienced by adjacent uses or the occupants of vehicles on nearby streets it would be temporary, changing with the movement of the sun throughout the course of the day and the seasons of the year. Based on the above, glare impacts are not expected to be substantial or to adversely affect day or night views. Therefore, glare impacts are considered less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the Project in conjunction with related projects would result in an incremental intensification of land uses in a heavily urbanized area of the City of Los Angeles. Because of the area's dense urban fabric, public scenic views are generally available only through public street corridors and from public parks that have street corridor views or are set back from existing buildings.

Related projects in combination with the Project are located within designated urban lots planned for development and would not encroach upon public views through street corridors. Although some views of architecturally or historically important buildings could be obscured by taller buildings constructed within a line of sight over existing low rise development and parking lots, there would be limited potential for such occurrences and views of primary facades of architecturally or historically important buildings would not likely be affected. In addition, most development of a larger scale would be subject to environmental review and indirect impacts on historic resources or other scenic resources would be mitigated to the degree feasible. Accordingly, as the Project would not have direct or indirect impacts on scenic resources, its contribution to impacts on views of scenic resources from other related projects would not be cumulatively considerable and cumulative impacts would be less than significant.

Because the visual character of the area is defined by a range of diverse architecture that is generally not cohesive, and in many areas, like the Project Site, lacks a high level of visual quality, it is anticipated that new development would in general upgrade the visual quality of the area. New development subject to discretionary approval would conform to the City's design standards, and it is therefore anticipated that new development would reflect high quality design and would not degrade the visual character of the area. Accordingly, as the related projects and the Project would not degrade the visual character of the

Project area, the Project's contribution to adverse impacts on visual character would not be cumulatively considerable and cumulative impacts would be less than significant.

Cumulative light and glare effects would be consistent with the existing urban environment, which is characterized by high ambient light levels. Because lighting, including illuminated signage and outdoor lighting would be subject to regulations contained within the LAMC, compliance would ensure that impacts regarding lighting for the Project and related projects would not significantly impact sensitive uses. Accordingly, the Project's contribution to light and glare impacts would not be cumulatively considerable and cumulative impacts would be less than significant.

2. AGRICULTURE AND FORESTRY RESOURCES

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

No Impact. The Project Site is located in a highly urban area and two of the Project Site's parcels are currently vacant. The other four Project parcels include the Metro Soto Station and Plaza. . No agricultural uses, or related farmland operations, are present within the Project Site or surrounding area. The Project Site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP).[4] Therefore, no impact would occur and no mitigation measures are required.

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

No Impact. The Project Site is located within the Boyle Heights Community Plan area. The Applicant is requesting a GPA per LAMC Section 11.5.6 to change the Land Use Designation from Low Medium II to Highway Oriented Commercial/Limited Commercial. In addition, the applicant is requesting a JJJ complaint Vesting Zone Change per LAMC Section 12.32(Q) from C2-1-CUGU and RD1.5-1-CUGU to [T][Q]C2-1-1CUGU. The existing and proposed land use designation and zonings for the Project do not allow agricultural production, and there is no farmland at the Project Site. As such, the Project Site is not zoned for agricultural use, nor are there any agricultural uses currently occurring at the Project Site or within the surrounding area. Moreover, according to the State's most recent Williamson Act land data, neither the Project Site nor surrounding area are under a Williamson Act contract.[5] Thus, Project implementation would not conflict with Williamson Act contact land nor would the Project conflict with agricultural zoning. Therefore, no impact would occur and no mitigation measures are required.

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[4] *State of California Department of Conservation, California Important Farmland Finder, website: https://maps.conservation.ca.gov/dlrp/ciff/, accessed: August 2019.*

[5] *California Department of Conservation, The California Land Conservation Act of 1965, 2016 Status Report, published December 2016, website: https://www.conservation.ca.gov/dlrp/wa/Documents/stats_reports/2016%20LCA%20Status%20Report.pdf, accessed: August 2019.*

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

No Impact. In the City, forest land is a permitted use in areas zoned OS (Open Space); however, the City does not have specific zoning for timberland or Timberland Production. The Applicant is requesting a GPA per LAMC Section 11.5.6 to change the Land Use Designation from Low Medium II to Highway Oriented Commercial/Limited Commercial. In addition, the Applicant is requesting a JJJ complaint Vesting Zone Change per LAMC Section 12.32(Q) from C2-1-CUGU and RD1.5-1-CUGU to [T][Q]C2-1-1CUGU. The existing and proposed land uses and zoning at the Project Site do not include or permit forest land, timberland, or Timberland Production land uses. Therefore, no impact would occur and no mitigation measures are required.

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

No Impact. The Project Site is located within a highly urbanized area and two of the Project Site's parcels are currently vacant. The other four Project parcels include the Metro Soto Station and Plaza. No forest land exists on or in the vicinity of the Project Site, and Project implementation would not result in the loss or conversion of forest land. See also the discussion under threshold question 2.c), above. Therefore, no impact would occur and no mitigation measures are required.

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

No Impact. As discussed in the above threshold questions, the Project Site is located within a highly urbanized area and two of the Project Site's parcels are currently vacant. The other four Project parcels include the Metro Soto Station and Plaza. No agricultural uses, designated Farmland, or forest land uses occur at the Project Site or within the surrounding area. As such, implementation of the Project would not result in the conversion of existing Farmland, agricultural uses, or forest land on- or off-site. Therefore, no impact would occur and no mitigation measures are required.

Cumulative Impacts

No Impact. As with the Project, the related projects are located within a developed, urbanized area of the City of Los Angeles generally zoned for commercial and residential uses and their project sites do not support existing farming, agricultural or forest-related operations. Therefore, development of the related projects together with the Project would not result in the conversion of State-designated agricultural land from an agricultural use to a non-agricultural use, or result in the loss of forest land or the conversion of forest land to non-forest use.

3. AIR QUALITY

The following analysis utilizes information provided in the *Air Quality and Noise Analyses, Los Lirios Mixed-Use Project*, prepared by Pomeroy Environmental Services, April 2019 (Air Quality and Noise Report); and the *Transportation Impact Study, Los Lirios Mixed-Use Project*, prepared by Linscott, Law & Greenspan, Engineers, July 18, 2018 (Transportation Study). The Air Quality and Noise Report is available as Appendix C and the Transportation Study is available as Appendix D.

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

Less Than Significant Impact. The South Coast Air Quality Management District SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on March 3, 2017. This AQMP, referred to as the 2016 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2016 AQMP identifies the control measures that will be implemented over a 15-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin. The future air quality levels projected in the 2016 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by the Southern California Association of Governments (SCAG) in its most current version of the Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS), which was adopted April 7, 2016. The 2016 AQMP also assumes that general development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures.

For development projects, SCAQMD recommends that consistency with the current AQMP be determined by comparing the population generated by a project to the population projections used in the development of the AQMP. The Project is located within the Boyle Heights Community Plan area. As part of the City's General Plan, the Boyle Heights Community Plan (Community Plan) was adopted in 1998 and sets forth goals, objectives, policies, and implementation programs that pertain to the Boyle Heights. The Community Plan offers projections for population, housing, and employment for the area up to the year 2010. Since the Project is expected to become operational in 2021 this report analyzes compliance with the AQMP through SCAG's population estimates in the 2016–2040 RTP/SCS as they are the most current estimates. Projects that are consistent with SCAG's applicable growth projections would not interfere with air quality attainment because this growth is included in the projections used in the formulation of the 2016 AQMP. As such, projects, land uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP. The Project would comply with all SCAQMD rules and regulations that are applicable to the Project; the Project Applicant is not requesting any exemptions from the currently adopted or proposed SCAQMD rules.

The Project would improve the Project Site with a new five-story, 64.5-foot high mixed-use affordable housing building consisting 63-affordable units and one market-rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage. As part of its comprehensive planning process for the Southern California region, SCAG has divided its jurisdiction into 14 subregions. The Project Site is located within the City of Los Angeles subregion, which includes all areas within the boundaries of the City of Los Angeles. SCAG's 2012 housing estimates for the City are 1,325,500 total housing units and estimates the housing of the City will increase

to 1,690,300 housing units by 2040, a 27.5 percent increase.[6] The Project's addition of 64 housing units would account for less than 0.02 percent of the total growth from 2012 to 2040. Thus, the Project's relatively small increase in housing would not have the potential to conflict with the regional growth projections for the Los Angeles subregion. In addition, and further discussed herein, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Thus, the Project would not impair implementation of the AQMP, and this impact would be less than significant.

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

Less Than Significant Impact. Measurements of ambient concentrations of the criteria pollutants are used by the U.S. EPA and the California Air Resources Board (ARB) to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and State standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment." If the pollutant exceeds the standard, the area is classified as a "non-attainment" area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified." Attainment status of the Basin with regard to the national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS) are shown in Table VI-1, Attainment Status for the South Coast Air Basin. As shown, the Basin is in nonattainment for ozone, PM_{10} and $PM_{2.5.}$

[6] *Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies, Demographics and Growth Forecast Appendix, Adopted April 2016, website: http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf, page 24 accessed: August 2019.*

Table VI-1
Attainment Status for the South Coast Air Basin

Pollutant	Attainment Status	
	NAAQS	CAAQS
Ozone (1-Hour)	Non-Attainment (Extreme)	Non-Attainment
Ozone (8-Hour)	Pending – Expect Non-Attainment (Extreme)	Non-Attainment
Carbon Monoxide (1- & 8-hour)	Attainment (Maintenance)	Attainment
Nitrogen Dioxide (1-Hour)	Unclassifiable/Attainment	Attainment
Nitrogen Dioxide (Annual)	Attainment (Maintenance)	Attainment
Sulfur Dioxide (1-Hour)	Designations Pending (expect Unclassified/Attainment)	Attainment
Sulfur Dioxide (24-Hour & Annual)	Unclassified/Attainment	attainment
PM_{10} (24-Hour)	Attainment (Maintenance)	Non-Attainment
PM_{10} (Annual)	N/A	Non-Attainment
$PM_{2.5}$ (24-Hour)	Non-Attainment (Serious)	N/A
$PM_{2.5}$ (Annual)	Non-Attainment (Moderate)	Non-Attainment
Lead	Non-Attainment (Partial)	Attainment

Source: SCAQMD, Air Quality Management Plan Appendix II website: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-ii.pdf?sfvrsn=4, accessed: August 2019.

Because the South Coast Air Basin is currently in nonattainment for ozone, PM_{10} and $PM_{2.5}$, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.[7]

A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. The Project Site is located in the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Basin. To address potential impacts from construction and operational activities, the SCAQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in Table VI-2, SCAQMD Thresholds of Significance, be considered significant. The City defers to these thresholds for the evaluation of construction and operational air quality impacts.

[7] *South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, Appendix A, August 2003.*

Table VI-2
SCAQMD Thresholds of Significance

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO_x)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_x)	150	150
Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55

Note: lbs = pounds.

Source: SCAQMD CEQA Handbook (SCAQMD, 1993), SCAQMD Air Quality Significance Thresholds, website: http://aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2; accessed: August 2019.

Regional Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 20 months, which is a conservative estimate and yields the maximum daily impacts. Shoring, excavation and site preparation would occur for approximately one month with an export of approximately 12,908 cubic yards of soil. Building construction would occur for approximately 19 months. This phase would include the construction of the proposed structure, connection of utilities, laying irrigation for landscaping, architectural coatings, and landscaping the Project Site. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving grading and site preparation would primarily generate $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod 2016.3.2) recommended by the SCAQMD to quantify the estimated daily emissions associated with Project construction. The results are presented in Table VI-3, Estimated Peak Daily Construction Emissions, which identifies daily emissions that are estimated to occur on peak construction days for each construction phase.

Table VI-3
Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Shoring/Excavation/Site Preparation Phase						
Fugitive Dust	--	--	--	--	2.09	1.12
Off-Road Diesel Equipment	1.35	15.09	6.45	0.01	0.68	0.63
On-Road Diesel (Hauling)	0.66	21.37	4.97	0.06	1.35	0.42
Worker Trips	0.04	0.03	0.32	0.01	0.09	0.02
Total Emissions	***2.05***	***36.49***	***11.74***	***0.08***	***4.21***	***2.19***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Construction Phase						
Building Construction Off-Road Diesel Equipment	2.03	14.79	13.19	0.02	0.80	0.77
Building Construction Vendor Trips	0.04	1.28	0.37	0.01	0.08	0.03
Building Construction Worker Trips	0.30	0.21	2.37	0.01	0.67	0.18
Architectural Coatings	11.09	--	--	--	--	--
Architectural Coating Off-Road Diesel Equipment	0.22	1.53	1.82	0.01	0.09	0.09
Architectural Coatings Worker Trips	0.06	0.04	0.44	0.01	0.14	0.04
Total Emissions	***13.74***	***17.85***	***18.19***	***0.06***	***1.78***	***1.11***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.
See Appendix C for calculation sheets.

These calculations assume compliance with SCAQMD Rule 1113 – Architectural Coatings and appropriate dust control measures would be implemented as part of the Project during each phase of development as required by SCAQMD Rule 403 – Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes (at least two times per day), applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. As shown in Table VI-3, construction-related daily emissions associated with the Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, regional construction impacts are considered to be less than significant. Localized air quality emissions are addressed below.

Regional Operational Emissions

The Project would improve the Project Site with a new five-story, 64.5-foot high mixed-use affordable housing building consisting 63 affordable units and one market-rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage. Operational emissions generated by area sources, motor vehicles and energy demand would result from normal day-to-day activities of the Project. The analysis of daily operational emissions associated with the Project has been prepared utilizing CalEEMod 2016.3.2 recommended by the SCAQMD. The results of these calculations are presented in Table VI-4, Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Project would be less than significant. Localized air quality emissions are addressed below.

Table VI-4
Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Area Sources	1.98	1.05	5.88	<0.01	0.11	0.11
Energy Demand	0.04	0.34	0.21	<0.01	0.03	0.03
Mobile (Motor Vehicles)	0.85	3.82	10.26	0.03	2.70	0.74
Total Project Emissions	**2.87**	**5.21**	**16.35**	**0.04**	**2.83**	**0.88**
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Area Sources	1.98	1.05	5.88	<0.01	0.11	0.11
Energy Demand	0.04	0.34	0.21	<0.01	0.03	0.03
Mobile (Motor Vehicles)	0.82	3.90	9.86	0.03	2.70	0.74
Total Project Emissions	**2.85**	**5.28**	**15.95**	**0.04**	**2.83**	**0.88**
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No

Note: Column totals may not add due to rounding from the model results.
See Appendix C for calculation sheets.

As discussed above, the mass daily construction and operational emissions generated by the Project would not exceed any of the thresholds of significance recommended by the SCAQMD. In addition, as discussed under threshold question a), the Project would not exceed SCAG projections for the City population and is therefore consistent with the AQMP. Also, as discussed below, localized emissions generated by the Project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the Project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in nonattainment. Thus, cumulative air quality impacts associated with the Project would be less than significant.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function. The nearest air quality sensitive receptors to the Project Site are:

- adjacent residences to the south;
- residences to the west (20 feet);
- residences to the east (85 feet);
- residences to the north (150 feet); and
- school use to the southwest (480 feet).

Localized Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. The SCAQMD has developed localized significance threshold (LST) look-up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each Source Receptor Area (SRA) and various distances from the source of emissions.

In the case of this analysis, the Project Site is located within SRA 1 covering the Central Los Angeles area. The nearest sensitive receptors to the Project Site are residential uses within 25 meters. The closest receptor distance in the SCAQMD's mass rate look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters. The Project Site is 1.08 acres in size. Therefore, consistent with SCAQMD recommendations, the LSTs for a one-acre site in SRA 1 with receptors located within 25 meters have been used to address the potential localized NOx, CO, PM_{10}, and $PM_{2.5}$ emissions to the area surrounding the Project Site.

As shown in Table VI-5, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for a one-acre site in SRA 1. Therefore, localized air quality impacts from Project construction activities on the off-site sensitive receptors would be less than significant.

Table VI-5
Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Shoring/ Site Preparation Emissions	**15.09**	**6.45**	**2.77**	**1.75**
SCAQMD Localized Thresholds	*74.00*	*680.00*	*5.00*	*3.00*
Potentially Significant Impact?	No	No	No	No
Building Construction Emissions	**16.32**	**15.01**	**0.89**	**0.86**
SCAQMD Localized Thresholds	*74.00*	*680.00*	*5.00*	*3.00*
Potentially Significant Impact?	No	No	No	No

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Building construction emissions include architectural coatings.

[a] The Project Site is 1.06 acres. Consistent with SCAQMD recommendations, the localized thresholds for all phases are based on a one-acre site with a receptor distance of 25 meters (82 feet) in SCAQMD's SRA 1.

[b] The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.

See Appendix C for calculation sheets.

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) from A-C to any level below C, and for any intersection rated D or worse where the project would increase the V/C ratio by two percent or more. Based on the Project's Transportation Study, the Project is not anticipated to have significant traffic impacts at any of the 5 study intersections. Thus, the Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard, or 0.45 ppm for the eight-hour CO standard at any local intersection. Therefore, impacts with respect to localized CO concentrations would be less than significant.

Toxic Air Contaminants (TAC)

As the Project consists of residential and commercial uses, the Project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from Project implementation. In addition, construction activities associated with the Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. In addition, construction activity would not result in long-term substantial sources of diesel particulate matter or other TAC emissions (i.e., 30 or 70 years) and would therefore not have the potential to generate significant health risks. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

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

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project involves the construction and operation of residential and commercial uses, which are not typically associated with odor complaints. Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project. The Project would use typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. As mentioned previously, the Project would be consistent with SCAQMD Rule 1113 – Architectural Coatings. As the Project involves no operational elements related to industrial projects, no long-term operational objectionable odors are anticipated. Therefore, potential impacts associated with objectionable odors would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Because the Basin is currently in non-attainment for O_3, PM_{10}, and $PM_{2.5}$, the Project, in combination with the related projects, could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project contribution, SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed using the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that, if an individual development project generates less than significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment.[8]

As discussed above, the mass daily construction and operational emissions generated by the Project would not exceed any of thresholds of significance recommended by SCAQMD. Also, localized emissions generated by the Project would not exceed SCAQMD's LSTs. Therefore, the Project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in non-attainment. Cumulative air quality impacts would be less than significant and no mitigation measures are required.

4. BIOLOGICAL RESOURCES

The following analysis utilizes information provided in the *Los Lirios Apartments Arborist Report*, prepared by James Komen, December 16, 2019 (Tree Report); The Tree Report is available as Appendix A.

[8] *South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, Appendix A, August 2003.*

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

Less Than Significant. The Project Site is located within a highly urbanized area and two of the Project Site's parcels are currently vacant. The other four Project parcels include the Metro Soto Station and Plaza. The City encompasses a variety of open space and natural areas that serve as habitat for sensitive species. Much of this natural open space is found in or is adjacent to the foothill regions of the San Gabriel, Santa Susana, Santa Monica, and Verdugo Mountains, the Simi Hills, and along the coastline between Malibu and the Palos Verdes Peninsula. Many of the outlying areas are contiguous with larger natural areas, and may be part of significant wildlife habitats or movement corridors. The central and valley portions of the City contain fewer natural areas.[9] The criteria identified in the L.A. CEQA Thresholds Guide (2006) is used where applicable and relevant to assist in analyzing the Appendix G threshold. According to Exhibit C-4 of the *L.A. CEQA Threshold Guide*, the Project Site and surrounding area are not identified as a biological resource area.[10] Moreover, the Project Site and immediately surrounding area are not within or near a designated Significant Ecological Area.[11]

The Project Site does not contain any habitat capable of sustaining 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. Additionally, there are no known locally designated natural communities at the Project Site or in the immediate vicinity, nor is the Project Site located immediately adjacent to undeveloped natural open space or a natural water source that may otherwise serve as habitat for State- or federally-listed species. As detailed in the Project's Tree Report, there are 29 trees on the Project Site, none of which are classified as a protected native species under the City of Los Angeles Ordinance No. 177,404. Of the 29 trees on the site, 19 trees would be removed for the construction of the Project. Moreover, there are no protected trees on neighboring properties that will be affected by the proposed construction. The existing trees on the Project Site would be removed for the Project.

The removal of vegetation and disturbances to the ground may result in take of nesting native birds on the Project Site. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The Project Applicant would be required to adhere to the regulatory compliance measure below (RCM-BIO-1) to ensure that no significant impacts to nesting birds would occur due to the removal of the existing trees on the Project Site. Because existing regulations govern the protection of migratory birds, with adherence to RCM-BIO-1, the Project would have a less than significant impact on sensitive biological species or habitat.

Regulatory Compliance Measure

RCM BIO-1 Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which

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[9] *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, pages C-1 – C-2.*

[10] *Ibid, Exhibit C-2, Biological Resource Areas (Metro Geographical Area).*

[11] *Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS-NET3 online database, website: http://planning.lacounty.gov/gisnet3, accessed: August 2019.*

generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Wildlife Code Section 86). If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:

a) Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the Project Site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.

b) If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.

c) Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

d) The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

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

No Impact. The Project Site is located within a highly urbanized area and two of the Project Site's parcels are currently vacant. The other four Project parcels include the Metro Soto Station and Plaza. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.[12] As discussed above, neither the Project Site nor adjacent areas are within a biological resource area or Significant Ecological Area. Implementation of the Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities. Therefore, no impact would occur and no mitigation measures are required.

[12] *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, Exhibit C-4, Biological Resource Areas (Coastal and Southern Geographical Area); and U.S. Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: http://www.fws.gov/wetlands/Data/Mapper.html, accessed: August 2019*.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project Site is located within a highly urbanized area and two of the Project Site's parcels are currently vacant. The other four Project parcels include the Metro Soto Station and Plaza. Review of the National Wetlands Inventory identified no protected wetlands in the vicinity of the Project Site.[13] Further, as the Project Site contains urban uses, the Project Site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. Therefore, no impacts to riparian or wetland habitats would occur with implementation of the Project and no mitigation measures are required.

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. Due to the developed condition and location of the Project Site, there are no wildlife corridors or native wildlife nursery sites in the Project vicinity. Therefore, the Project would not interfere with the movement of any resident or migratory fish or wildlife species. No impacts would occur with the movement of any native resident or migratory fish or wildlife species and no mitigation measures are required.

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 set forth in Ordinance No. 177,404, any of the following Southern California native tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree is a protected tree:

- Oak tree including Valley Oak (*Quercus lobata*), California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus dumosa*);
- Southern California Black Walnut (*Juglans californica* var. *californica*);
- Western Sycamore (*Platanus racemose*); and
- California Bay (Umbellularia californica).

As detailed in the Project's Tree Report, there are 29 trees on the Project Site, none of which are classified as a protected native species. Of the 29 trees on site, 19 trees would be removed for the construction of the Project. Moreover, there are no protected trees on neighboring properties that would be affected by the proposed construction. The Project Site is located within a highly urbanized area and two of the Project Site's parcels currently vacant. The other four Project parcels include the Metro Soto Station and Plaza.. Therefore, the Project would not conflict with local policies or ordinances protecting biological resources and there would be no impact.

[13] *Ibid*.

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. As discussed above, neither the Project Site nor adjacent areas are within a biological resource area or Significant Ecological Area. Additionally, there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan in place that includes the Project Site.[14,15,16] Therefore, no impact would occur and no mitigation measures are required.

Cumulative Impacts

Less Than Significant. Similar to the Project, the majority of the related projects occurring in the Project Site area would occur on previously disturbed, urbanized land. As discussed above, the Project Site does not contain sensitive biological resources or habitat, including wetlands, and is not part of a wildlife corridor and therefore could not contribute to a cumulative effect in these regards. The Project would fully comply with City ordinances and regulatory compliance measures (RCM-BIO-1). Related projects would also be required to comply with the City's tree requirements and to adhere to the MBTA and Fish and Wildlife code provisions. Therefore, cumulative biological resource impacts would be less than significant.

5. CULTURAL RESOURCES

The following analysis utilizes information provided in the *Record Search Results for the Proposed Los Lirios Mixed-Use Project*, prepared by the South Central Coastal Information Center, June 26, 2019 (Historic Records Search). The Historic Records Search is available as Appendix B.

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

No Impact. The Project Site is located within a highly urbanized area and two of the Project Site's parcels are currently vacant. The other four Project parcels include the Metro Soto Station and Plaza. As such, the Project would not involve the demolition of any existing structures. The Project Site does not require historic preservation review and is not within a historic preservation overlay zone;[17] nor is the Project Site identified as a City Historic-Cultural Monument (HCM) and is not listed or eligible to be listed in the State or National registers.[18] Moreover, the HistoricPlacesLA resource inventory indicates no historic uses

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[14] *California Regional Conservation Plan, August 2015, website: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, accessed: August 2019.*

[15] *Habitat Conservation Plans – Region 8, website: http://ecos.fws.gov/ecp0/conservationPlan/region/summary?region=8&type=HCP, accessed: August 2019.*

[16] *Habitat Conservation Plan Documents, website: https://www.fws.gov/carlsbad/hcps/HCP_Docs.html, accessed: August 2019.*

[17] *City of Los Angeles Department of City Planning Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: August 2019.*

[18] *City of Los Angeles Department of City Planning, LA Historic-Cultural Monuments, May 2015, website: http://planning.lacity.org/mapgallery/image/citywide/LA_HCM.pdf, accessed: August 2019.*

within or adjacent to the Project Site.[19] The closest historic resources to the Project Site are two single family residences (118 S. Soto Street and 124 S. Soto Street) located 85 feet east of the Project Site across S. Soto Street which are both designated as HP02 (historical single family property) under the California Office of Historic Preservation (COHP). In addition, the Peabody House, located approximately 100 feet to the east of the Site is identified on SurveyLA but is not designated as a historic resource[20] There are no historical resources on the Project Site and no historical resources would be demolished, altered, or relocated as a result of the Project. As such, the Project would have no direct impacts to historical resources.

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

Less Than Significant Impact. The Project Site and immediately surrounding area do not contain any known archaeological sites or archaeological survey areas.[21] Additionally, the Project Site is located within a highly urbanized area and four of the Project Site's parcels are currently vacant. The other two Project parcels include the Metro Soto Station and Plaza. Any archaeological resources that may have existed near the site surface are likely to have been disturbed or previously removed. However, the Project would likely result in deeper excavations than previously performed on the site, including excavation to depths up to 11 feet below grade to construct the subterranean parking structure. As such, previously unknown archaeological resources may exist beneath the Project Site that could be uncovered during excavation activities. While the uncovering of archaeological resources is not anticipated, the following regulatory compliance measure is required to ensure that any potential impact to a previously unknown archaeological resource is reduced to a less than significant level. Therefore, with required adherence to the regulatory compliance measure (RCM CUL-1), the Project's impacts on archaeological resources would be less than significant.

Regulatory Compliance Measure

RCM CUL-1 If any archaeological materials are encountered during excavation, grading, or construction activities, work shall cease in the area of the find and a qualified archaeologist shall be secured by contacting the South Central Coastal Information Center located at California State University, Fullerton, or a member of the Society of Professional Archaeologists (SOPA) or a SOPA-qualified archaeologist, who shall determine the significance of the resource(s) as defined in Section 15064.5 of the State CEQA Guidelines. The archaeologist shall prepare a survey, study, or report evaluating the impact. Said survey, study, or report shall contain appropriate measure(s), as necessary, for the preservation, conservation, or relocation of the resource, and the Project Applicant shall comply with the measure(s).

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[19] *City of Los Angeles Department of City Planning, Office of Historic Resources, Historic Places LA online map, website: http://www.historicplacesla.org/map, accessed: August 2019.*

[20] *Ibid.*

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

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

Less Than Significant Impact. The Project Site is located within a highly urbanized area and two of the Project Site's parcels are currently vacant. The other four Project parcels include the Metro Soto Station and Plaza. Although the Project Site has been subject to grading and development in the past, the Project would require excavations at a depth of approximately 11 feet below ground surface. As a result, construction may disturb human remains, including those interred outside of dedicated cemeteries.

Although the possibility of encountering human remains is low, due to extensive previous development on the Site, construction and ground disturbing activity of the Project could potentially disturb previously unknown human remains. California PRC Section 5097.98, as amended by Assembly Bill 2641, protects cultural resources and provides procedures in the event human remains of Native American origin are discovered during Project implementation and land owners are required to address the Project's potential impacts to human remains. PRC Section 5097.98 requires notification of the County Coroner in the event of the unanticipated discovery of human remains and a prescribes protocol for their disposition in accordance with applicable regulations, notification of the NAHC and subsequent tribal coordination if remains are determined to be of Native American descent. Therefore, compliance with existing regulation (see below for regulatory compliance measure), the Project's impacts on disturbing human remains would be less than significant.

Regulatory Compliance Measure

RCM CUL-2 If human remains are encountered unexpectedly during excavation, grading, or construction activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event that human remains are discovered during said activities, the following procedure shall be observed:

a) Stop immediately and contact the Los Angeles County Coroner:

1104 N. Mission Road
Los Angeles, CA 90033
(323) 343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
(323) 343-0714 (After Hours, Saturday, Sunday, and Holidays)

If the remains are determined to be of Native American descent, the County Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). In such case:

b) The NAHC will immediately notify the person it believes to be the Most Likely Descendent (MLD) of the deceased Native American.

c) The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.

d) If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

Cumulative Impacts

Less Than Significant Impact. Impacts related to cultural resources are site-specific and as such, are assessed on a site-by-site basis.

Cumulative impacts would occur if the Project and related projects were to have combined significant adverse effects on historical resources of the same type in the immediate vicinity, or if they were to contribute to changes within a historic district; however, there are no historical resources on the Project Site. The related projects are isolated by intervening development and located in a number of locations of varying character and context. As discussed above, the Project would not result in direct or indirect impacts to historical resources, and, as such, the Project's effects would not be cumulatively considerable, and cumulative impacts would be less than significant.

Many of the related projects would require excavation that could potentially expose or damage potential archaeological resources or disturb human remains. However, the related projects are located in developed urban areas with sites that have been previously disturbed, and the potential to encounter and cause a significant impact on surface resources is unlikely. Further, in association with CEQA review, and depending on the depth of excavation and sensitivity of respective sites, compliance with regulatory measures for the protection of human remains, would be identified for those related projects that have the potential to cause significant impacts to undiscovered archaeological resources or to disturb human remains.

6. ENERGY

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

Less Than Significant Impact. The Project would be designed and operated in accordance with the applicable State Building Code Title 24 regulations and City of Los Angeles Green Building Code, which impose energy conservation measures.

During Project construction, energy would be consumed in the form of electricity associated with electric-powered cranes and welders, the conveyance of water used for dust control and, on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power. LADWP provides electrical service to the City, including the Project Site. In April 2018, LADWP adopted the *2017 Power Strategic Long-Term Resource Plan* (SLTRP), which provides a 20-year roadmap to guide LADWP in its efforts to supply reliable electricity in an environmentally responsible and cost effective manner. The 2017 SLTRP re-examines and expands its analysis on the *2016 Final Power Integrated Resource Plan* (IRP) resource cases with updates in line with latest regulatory framework, and updates to case scenario assumptions that include a 65 percent Renewable Portfolio Standard (RPS), advanced energy efficiency, and higher levels of local solar, energy storage, and transportation electrification.[22] LADWP generates power from a variety of different sources that include renewable energy, hydroelectric, natural gas, nuclear energy, and other fuels. LADWP utilizes renewable energy sources and is committed to meeting the requirement of the RPS Enforcement Program to use at least 50 percent of the State's

[22] *Los Angeles Department of Water and Power, Power, 2017 Power Strategic Long-Term Resource Plan, December 2017, website: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=enux7i582_29&_afrLoop=2307285007464363, accessed: August 2019.*

energy from renewables by 2030.[23] Current installed generation capacity is over 7,880 megawatts of power.[24] As such, LADWP would be able to support electricity consumption during construction of the Project. Moreover, electricity consumption during construction of the Project would be temporary and similar other development Projects in the City.

Electricity consumption during operation of the Project would occur due to the residential, commercial, and parking uses. Table VI-6, Estimated Project Electricity Consumption, presents the electricity the Project is expected to consume. It should be noted that CalEEMod, which is based on the 2016 Title 24 standards, was utilized to calculate the electricity consumption on the following table.

Table VI-6
Estimated Project Electricity Consumption

Land Use	Electricity Consumption (kWh/year)
Residential[a]	394,141
Retail	144,100
Project Total:	**538,241**

Note: kWh = kilowatt hours
[a] Includes parking areas.
See Appendix E for calculation sheets.

According to LADWP, electric service is available and will be provided to the Project Site in accordance with LADWP regulations and the Project is part of the total growth load forecast for the City and has been taken into account in the planned growth of the power system.[25] Moreover, LADWP estimates the residential sector will consume approximately 8.0 billion kilowatt hours (kWh) in 2021 (Project build-out year) and the commercial sector will consume approximately 12.1 billion kWh in 2021.[26] The Project would have an electricity demand of approximately 394,141 kWh per year for the residential uses, which represents 0.005 percent of the anticipated residential sector demand in 2021. Additionally, the Project would have an electricity demand of approximately 144,100 kWh per year for the commercial uses, which represents approximately 0.001 percent of the anticipated commercial sector demand in 2021.

Southern California Gas Company (SCG) provides natural gas service to the City, including the Project Site. The *2018 California Gas Report* presents a comprehensive outlook for natural gas requirements and supplies for California through 2035. SCG projects total gas demand to decline at an annual rate of 0.74 percent from 2018 to 2035. The decline in throughput demand is due to modest economic growth, CPUC-mandated energy efficiency (EE) standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and

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[23] *California Environmental Protection Agency, Air Resources Board, Renewable Portfolio Standard, website: http://www.arb.ca.gov/energy/rps/rps.htm, accessed: August 2019.*

[24] *Los Angeles Department of Water and Power, Power, Facts & Figures, website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=enux7i582_50&_afrLoop=2308156176706556, accessed: August 2019.*

[25] *Letter correspondence from Jeffrey T. Bergman, District Engineer, Metro East Service Planning, July 2, 2019. (Appendix H)*

[26] *Los Angeles Department of Water and Power, Power, 2017 Power Strategic Long-Term Resource Plan, December 2017, website: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=enux7i582_29&_afrLoop=2307285007464363, accessed: August 2019.*

conservation savings linked to Advanced Metering Infrastructure (AMI). From 2018 to 2035, SCG expects residential demand to decline from 236 Billion Cubic Feet (Bcf) to 186 Bcf. SCG expects the non-residential markets to decline at an average annual rate of 0.28 percent or from 117 Bcf in 2018 to 112 Bcf by 2035. SCG annual gas supply is expected to be approximately 1,378 Bcf each year from 2023 until at least 2035.[27]

Natural gas to the Project Site would be provided by existing SCG facilities in the Project vicinity. Table VI-7, Estimated Project Natural Gas Consumption, presents the amount of natural gas the Project is expected to consume. It should be noted that CalEEMod 2016.3.2, which is based on the 2016 Title 24 standards, was utilized to calculate the natural gas consumption on the following table.

Table VI-7
Estimated Project Natural Gas Consumption

Land Use	Natural Gas Consumption (kBTU/year)
Residential	724,560
Retail	581,000
Project Total:	**1,305,560**
Note: kBTU = Thousand British Thermal Units *See Appendix E for calculation sheets. Assumes all natural gas hearths.*	

As shown above, the Project's natural gas consumption would represent an extremely small percentage of SCG's total usage supplied to residential and commercial buildings. Upon supply availability, SCG will provide gas service to the Project in accordance with the rules and regulations in effect at the time service is provided.[28] SCG is satisfactorily meeting its obligations to its current customers and projects to meet obligations of its future customers. As such, SCG's existing infrastructure and storage supplies are well-prepared for the long-term forecasts. However, in the event SCG cannot provide service from the existing infrastructure, a system analysis would be conducted by SCG to determine the best method to provide service and appropriate actions such as pressure betterments may be initiated to resolve the issue. Thus, any corrective action, albeit unlikely, would be minimal and temporary, and would not result in any adverse environmental impacts. Because implementation of the Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation, this impact would be less than significant.

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

Less Than Significant Impact. As stated above, the Project would be designed and operated in accordance with the with applicable State Building Code Title 24 regulations and City of Los Angeles Green Building Code, which impose energy conservation measures. As such, the Project would not conflict with or

[27] *California Gas and Electric Utilities, 2018 California Gas Report, website: https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf, accessed: August 2019.*

[28] *Letter correspondence from Oscar Mariscal, Pipeline Planning Assistant, SoCalGas-Compton HQ, July 16, 2019. (Appendix H)*

obstruct a state or local plan for renewable energy or energy efficiency. Therefore, Project impacts would be less than significant, and no mitigation is required.

Cumulative Impacts

Less Than Significant Impact. Cumulative impacts occur when impacts that are significant or less than significant from a proposed project combine with similar impacts from other past, present, or reasonably foreseeable projects in a similar geographic area. There are 31 related projects located within the vicinity of the Project Site. The geographic context for the cumulative impacts analysis regarding electricity is LADWP's service area and the geographic context for the cumulative impacts analysis regarding natural gas is SCG service area. The City has determined to assess the Project's potential cumulative impacts in the context of County-wide consumption. Growth within these geographic areas is anticipated to increase the demand for energy, as well as the need for energy infrastructure, such as new or expanded energy facilities. The Project's contribution to cumulative impacts related to energy consumption would not result in a cumulatively considerable effect related to the wasteful, inefficient, and unnecessary consumption of energy during construction or operation. As such, the Project's impacts would not be cumulatively considerable; therefore, cumulative energy impacts are concluded to be less than significant.

7. GEOLOGY AND SOILS

The following analysis utilizes information provided in the *Preliminary Geotechnical Investigation*, prepared by Geocon West Inc., April 16, 2018 (Geotechnical Investigation). The Geotechnical Investigation is available as Appendix F.

a) Would the project 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.

Less Than Significant Impact. The numerous faults in Southern California include active, potentially active, and inactive faults. The criteria for these major groups are based on criteria developed by the California Geological Survey (CGS, formerly known as CDMG) for the Alquist-Priolo Earthquake Fault Zone Program. By definition, an active fault is one that has had surface displacement within Holocene time (about the last 11,000 years). A potentially active fault has demonstrated surface displacement during Quaternary time (approximately the last 1.6 million years), but has had no known Holocene movement. Faults that have not moved in the last 1.6 million years are considered inactive.

The Project Site is not within a state-designated Alquist-Priolo Earthquake Fault Zone or a city-designated Preliminary Fault Rupture Study Area for surface fault rupture hazards. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. Therefore, the potential for surface rupture due to faulting occurring beneath the Project Site during the design life of the proposed development is considered low. However, the Project Site is located in the seismically active Southern California region, and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults.

The closest surface trace of an active fault to the Project Site is the Raymond Fault located approximately 5.3 miles to the north. Other nearby active faults are the Hollywood Fault, the Eagle Rock Fault, the

Verdugo Fault, the Newport-Inglewood Fault Zone, and the Whittier Fault located approximately 5.7 miles north, 6.8 miles northeast, 7.4 miles north-northeast, 8.6 miles southwest, and 9.3 miles east-southeast of the site, respectively. The active San Andreas Fault Zone is located approximately 32 miles northeast of the Project Site.

Several buried thrust faults, commonly referred to as blind thrusts, underlie the Los Angeles Basin at depth. These faults are not exposed at the ground surface and are typically identified at depths greater than 3.0 kilometers. The October 1, 1987 M_w 5.9 Whittier Narrows earthquake and the January 17, 1994 M_w 6.7 Northridge earthquake were a result of movement on the Puente Hills Blind Thrust and the Northridge Thrust, respectively. The Puente Hills Blind Thrust and the Elysian Park Thrust underlie the Project Site at depth. These deep thrust faults and others in the Los Angeles area are not exposed at the surface and do not present a potential surface fault rupture hazard at the site; however, these deep thrust faults are considered active features capable of generating future earthquakes that could result in moderate to significant ground shaking at the site. The Geotechnical Investigation found no active faults traversing the Project Site. Moreover the Project would be required to implement 2016 California Building Code (2016 CBC) standards which include seismic design criteria, therefore the Project Site is not exposed to the hazard of surface fault rupture. Therefore, impacts would be less than significant and no mitigation measures are required.

(ii) Strong seismic ground shaking?

Less Than Significant Impact. The Project Site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be reduced if the proposed structures are designed and constructed in conformance with current building codes and engineering practices. Accordingly, through adherence to the 2016 CBC, the Project is required to incorporate the recommendation of the Geotechnical Investigation and the conditions of approval provided by LADBS, which takes into account seismic calculations from probabilistic seismic hazard modeling for the Project Site. The 2016 CBC, as amended by the City's Building Code, incorporates the latest seismic design standards for structural loads and materials to provide for the latest in earthquake safety. Compliance with requirements would reduce seismic ground shaking impacts to the maximum extent practicable under current engineering practices. The Project would not contain uses or activities that would exacerbate the risks from existing environmental conditions. The Geotechnical Investigation's recommendations pertain to earthwork, foundation support, retaining walls, temporary excavations, floor slabs, exterior flatwork and auxiliary structures, concrete, soil corrosivity, pavement design, drainage, plan review, agency review, supplemental consulting, and project safety. The conditions of approval provided by LADBS pertain to, among others, conditions for use of fill and shoring, foundations, seismic design, and retaining walls (see Appendix F). Therefore, as the Project would be required to comply with the 2016 CBC, the recommendations in the Geotechnical Investigation, and the conditions of approval provided by LADBS, impacts would be less than significant.

(iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil

conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

The State of California Seismic Hazard Zone Map for the Los Angeles Quadrangle indicates that the Project Site is not located in an area designated as having a potential for liquefaction. In addition, a review of the County of Los Angeles Seismic Safety Element indicates that the Project Site is not located within an area identified as having a potential for liquefaction. Based on these considerations, the potential for liquefaction and associated ground deformations beneath the Project Site is very low. Therefore, impacts associated with liquefaction would be less than significant.

(iv) Landslides?

Less Than Significant Impact. The topography at the Project Site and in the Project Site vicinity slopes gently to the north. The Project Site is located within a City of Los Angeles Hillside Grading Area but is not located within a City of Los Angeles Hillside Ordinance Area. According to the County of Los Angeles Safety Element, the Project Site is not located within a "hillside area" or an area identified as having a potential for slope instability or landslides. Additionally, the Project Site is not within a zone of required investigation for earthquake-induced landslides. There are no known landslides near the Project Site, nor is the Project Site in the path of any known or potential landslides. Therefore, the potential for landslides to adversely affect the Project Site in the current condition is considered low. Therefore, impacts associated with landslides would be less than significant.

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

Less Than Significant Impact. The majority of the area surrounding the Project Site is completely developed and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the Project. The Project Site is located within a highly urbanized area and two of the Project Site's parcels are currently vacant. The other four Project parcels include the Metro Soto Station and Plaza. Project-related grading, excavation, and construction would expose soil on site, for a limited time, resulting in possible erosion. Excavation activities would be necessary to accommodate the Project, which would include one level of subterranean parking. Although there is a potential to expose soil to erosion, construction activities would be performed in accordance with the requirements of the 2016 CBC and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. Additionally, the Project would be required to develop a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. The potential to expose soil to erosion would be further reduced through implementation of stringent controls imposed by grading and building regulations, such as the conditions of approval provided by LADBS for the Project's Geotechnical Investigation and CBC compliance (see Appendix F). All grading activities would require permits from LADBS, which would include requirements to limit the potential impacts associated with erosion. In addition, on-site grading and site preparation must comply with all applicable provisions in Chapter IX, Division 70 of the LAMC, which addresses grading, excavation, and fills.

Long-term operation of the Project would not result in substantial soil erosion or loss of topsoil as the majority of the Project Site would be covered by the proposed building and paving while the remaining portions of the Project Site would be covered with irrigated landscaping. No exposed areas subject to erosion would be created or affected by the Project as pad and roof drainage would be collected and transferred to the street or approved location in non-erosive drainage devices. Therefore, with implementation of the applicable grading and building requirements, impacts associated with soil erosion or loss of topsoil would be less than significant and no mitigation measures are required.

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. Potential impacts with respect to liquefaction and landslide potential are evaluated above.

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The Project Site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the Project Site or in the general Project Site vicinity. There appears to be little or no potential for ground subsidence due to withdrawal of fluids or gases at the site. Therefore, impacts related to subsidence would be less than significant and no mitigation measures are required.

d) Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. The existing site soils encountered at the proposed foundation elevation during the Geotechnical Investigation are considered to have a "low" expansive potential; and are classified as "expansive" based on the 2016 CBC Section 1803.5.3. As stated previously, the Project would be required to comply with the 2016 CBC, the recommendations in the Geotechnical Investigation, and the conditions of approval provided by LADBS. The recommendations presented within the Geotechnical Report assume that the building foundations and slabs will derive support in the existing soil at the Project Site. Therefore, potential impacts from expansive soil would be less than significant and no mitigation measures are required.

e) Would the project 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 wastewater?

No Impact. The Project Site is located in a developed area of the City, which is served by a wastewater collection, conveyance, and treatment system operated by the City. The Project would connect to the existing City's sewer system, and septic tanks or alternative disposal systems are neither necessary nor are they proposed. The Project will connect to the City's sewer system. Therefore, no impact would occur and no mitigation measures are required.

e) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. The Project Site does not contain any unique geological features. Moreover, there are no known paleontological resources within the Project Site,[29] and the Project Site and surroundings are not within an area identified as older surface sediments where fossils are likely to be found.[30] However, the Project would require additional ground disturbance that may involve deeper

[29] *City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Section 2.15, Figure CR-2, Vertebrate Paleontological Resources in the City of Los Angeles.*

[30] *City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Section 2.15, Figure CR-3, Invertebrate Paleontological Resource Sensitivity Areas in the City of Los Angeles.*

excavation than previously performed at the Site, including excavation to depths up to 11 feet below grade to construct the subterranean parking structure, into native soils that may contain paleontological resources. As such, previously unknown paleontological resources may exist beneath the Project Site that could be uncovered during excavation activities. While the uncovering of paleontological resources is not anticipated, the following regulatory compliance measure would ensure that any potential impact to a previously unknown paleontological resource is reduced to a less than significant level. Therefore, with mandatory compliance with RCM GEO-1, the Project's impacts on paleontological resources would be less than significant, and no mitigation measures are required.

Regulatory Compliance Measure

RCM GEO-1 If any paleontological materials are encountered during excavation, grading, or construction activities, work shall cease in the area of the find and a qualified paleontologist shall be secured by contacting either the Center for Public Paleontology USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum, who shall determine the significant of the resource(s). The paleontologist shall prepare a survey, study, or report evaluating the impact. Said survey, study, or report shall contain appropriate measure(s), as necessary, for the preservation, conservation, or relocation of the resource, and the Project Applicant shall comply with the measure(s). Project construction activities may resume in the area of the find once copies of the paleontological survey, study, or report are submitted to the Los Angeles County Natural History Museum.

Cumulative Impacts

Less Than Significant Impact. Impacts associated with geologic and soil issues are typically confined to individual project sites or within a very localized area because of site-specific conditions. Related projects would be subject to established guidelines and building code regulations and construction procedures pertaining to seismic hazards. The Los Angeles Building Code would require consideration of seismic design for all related projects. Related projects would be required to implement LAMC regulations for grading and excavations during construction, including SWPPP and LID requirements. In addition, the related project sites are located in a highly urbanized area and would connect to existing wastewater infrastructure. Thus, the related projects would not need to use septic tanks or alternative waste disposal systems.

The Project Site is not located within a State-designated hazard zone for earthquake induced liquefaction or landslides. The Project and related projects would be required to comply with guidelines and building code regulations pertaining to seismic hazards and with approved geotechnical recommendations, risks associated with seismic rupture, lateral spreading, subsidence, liquefaction, or collapse would also be less than significant. The Project and related projects would comply with LAMC Regulations related to excavation and grading and would not require the need for septic tanks or alternative waste disposal systems.

Many of the related projects would require excavation that could potentially expose or damage potential paleontological resources. However, the related projects are located in developed urban areas with sites that have been previously disturbed, and the potential to encounter and cause a significant impact on surface resources is unlikely. Further, in association with CEQA review, and depending on the depth of excavation and sensitivity of respective sites, mitigation measures would be identified for those related projects that have the potential to cause significant impacts to undiscovered paleontological resources.

Implementation of such mitigation measures for the related projects would avoid significant impacts paleontological resources and human remains.

As discussed previously, the identified RCM GEO-1, would ensure the Project would not cause a significant impact on a unique paleontological resource. Thus, the Project's contribution to cumulative impacts would not be cumulatively considerable.

8. GREENHOUSE GAS EMISSIONS

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

Less Than Significant Impact. Gases that trap heat in the atmosphere are called greenhouse gases (GHGs), since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California. Activities associated with the Project, including construction and operational activities, would have the potential to generate greenhouse gas emissions.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

California has enacted several pieces of legislation that relate to GHG emissions and climate change, much of which sets aggressive goals for GHG reductions within the state. Per Senate Bill 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of significance nor any specific mitigation measures are included or provided in these CEQA Guideline amendments.

Assembly Bill 32 and Senate Bill 32 (Statewide GHG Reductions)

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed to set a statewide GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020.

The CARB AB 32 Scoping Plan (Scoping Plan) contains the main strategies to achieve the 2020 emissions cap. The Scoping Plan was developed by CARB with input from the Climate Action Team (CAT) and proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve the environment, reduce oil dependency, diversify energy sources, and enhance public health while creating new jobs and improving the State economy. The GHG reduction strategies contained in the Scoping Plan include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

CARB has adopted the First Update to the Climate Change Scoping Plan.[31] This update identifies the next steps for California's leadership on climate change. The first update to the initial AB 32 Scoping Plan describes progress made to meet the near-term objectives of AB 32 and defines California's climate change priorities and activities for the next several years. It also frames activities and issues facing the State as it develops an integrated framework for achieving both air quality and climate goals in California beyond 2020.

In the original Scoping Plan, CARB approved a total statewide GHG 1990 emissions level and 2020 emissions limit of 427 million metric tons of CO_2e. As part of the update, CARB revised the 2020 Statewide limit to 431 million metric tons of CO_2e, an approximately 1 percent increase from the original estimate. The 2020 business-as-usual (BAU) forecast in the update is 509 million metric tons of CO_2e. The State would need to reduce those emissions by 15.3 percent to meet the 431 million metric tons of CO_2e 2020 limit.

CARB also aims to reduce GHG emissions significantly by 2030. As California moves closer to reaching the 2020 GHG emission reduction goal state legislation has focused on furthering GHG emission reduction targets. Executive Order B-30-15 was issued April 2015 and establishes a mid-term GHG reduction target for California of 40 percent below 1990 levels by 2030. In 2016, the Legislature passed SB 32 with the companion bill AB 197 which further mandates the 2030 target and provides additional direction to CARB on strategies to reduce GHG emissions. In response to Executive Order B-30-15 and SB 32 CARB has released California's 2017 Climate Change Scoping Plan.[32] The plan shows California is on track to exceed its 2020 climate target, and establishes a path that will lead California to its 2030 climate goal. Per SB 32, the 2030 limit is 260 $MMTCO_2e$ a year. However, known commitments are expected to result in emissions that are 60 $MMTCO_2e$ above the target in 2030, and have a cumulative emissions reduction gap of about 236 $MMTCO_2e$. This means the known commitments do not decline fast enough to achieve the 2030 target. The remaining 236 $MMTCO_2e$ of estimated GHG emissions reductions would not be achieved unless further action is taken to reduce GHGs. However, while there is a potential GHG emissions reduction gap of approximately 236 $MMTCO_2e$, the following paragraphs note that the California legislature passed AB 398 to extend the cap-and-trade program from January 1, 2021 through December 31, 2030 in order to achieve the necessary GHG reductions associated with SB 32.

Cap-and-Trade Program

As mentioned above, the Scoping Plan identifies a cap-and-trade program as one of the strategies the State will employ to reduce GHG emissions that cause climate change. The cap-and-trade program is implemented by CARB and "caps" GHG emissions from the industrial, utility, and transportation fuels sections, which account for roughly 85 percent of the State's GHG emissions. The program works by establishing a hard cap on about 85 percent of total statewide GHG emissions. The cap starts at expected business-as-usual emissions levels in 2012 and declines two to three percent per year through 2020. Fewer and fewer GHG emissions allowances are available each year, requiring covered sources to reduce their emissions or pay increasingly higher prices for those allowances. The cap level is set in 2020 to ensure California complies with AB 32's emission reduction target of returning to 1990 GHG emission levels.

The scope of GHG emission sources subject to cap-and-trade in the first compliance period (2013-2014) includes all electricity generated and imported into California (the first deliverer of electricity into the

[31] *CARB, First Update to the Climate Change Scoping Plan: Building on the Framework, May 2014.*

[32] *California Air Resources Board, California's 2017 Climate Change Scoping Plan: The Strategy for achieving California's 2030 greenhouse gas target, November 2017.*

State in the "capped" entity and that one that will have to purchase allowances as appropriate), and large industrial facilities emitting more than 25,000 $MMTCO_2e$ per year (e.g., oil refineries and cement manufacturers). The scope of GHG emission sources subjected to cap-and-trade during the second compliance period (2015-2017) expands to include distributors of transportation fuels (including gasoline and diesel), natural gas, and other fuels. The regulated entity will be the fuel provider that distributes the fuel upstream (not the gas station). In total, the cap-and-trade program is expected to include roughly 350 large businesses, representing about 600 facilities. Individuals and small businesses will not be regulated.

Under the program, companies do not have individual or facility-specific reduction requirements. Rather, all companies covered by the regulation are required to turn in allowances[33] in an amount equal to their total GHG emissions during each phase of the program. The program gives companies the flexibility to either trade allowances with others or take steps to cost-effectively reduce emissions at their own facilities. Companies that emit more will have to turn in more allowances. Companies that can cut their emissions will have to turn in fewer allowances. Furthermore, as the cap declines, total GHG emissions are reduced. On October 20, 2011, CARB's Board adopted the final cap-and-trade regulation. The cap-and-trade program began on January 1, 2012, with an enforceable compliance obligation beginning with the 2013 GHG emissions.[34]

On July 17, 2017 California legislature passed AB 398 to extend the cap-and-trade program from January 1, 2021 through December 31, 2030. AB 398 established the Compliance Offsets Protocol Task Force to provide guidance in approving new offset protocols that increase direct environmental benefits in the state. Moreover, AB 398 continues the gradual reduction in the number of allowances given to industries and reduces carbon offset credits to 4 percent from 2021 through 2025 and 6 percent from 2026 through 2030.

Executive Order B-30-15

On April 29, 2015, Governor Edmund G. Brown Jr. issued an executive order to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. This new emission reduction target of 40 percent below 1990 levels by 2030 is a step toward the ultimate goal of reducing emissions by 80 percent below 1990 levels by 2050. The executive order also specifically addresses the need for climate adaptation and directs state government to:

- Incorporate climate change impacts into the state's Five-Year Infrastructure Plan;
- Update the Safeguarding California Plan - the state climate adaption strategy - to identify how climate change will affect California infrastructure and industry and what actions the state can take to reduce the risks posed by climate change;
- Factor climate change into state agencies' planning and investment decisions; and
- Implement measures under existing agency and departmental authority to reduce GHG emissions.

[33] *"Allowance" means a limited tradable authorization to emit up to one metric ton of carbon dioxide equivalent.*

[34] *CARB, Cap-and-Trade Program, website: https://www.arb.ca.gov/cc/capandtrade/capandtrade.htm, accessed: August 2019.*

California Senate Bills 1078, 107, 2, and 100; Renewables Portfolio Standard

Established in 2002 under California Senate Bill 1078 and accelerated in 2006 under California Senate Bill 107, California's RPS requires retail suppliers of electric services to increase procurement from eligible renewable energy resources by at least 1 percent of their retail sales annually, until they reach 20 percent by 2010.

On April 2, 2011, Governor Jerry Brown signed California Senate Bill 2 to increase California's RPS to 33 percent by 2020. This new standard also requires regulated sellers of electricity to procure 25 percent of their energy supply from certified renewable resources by 2016.

SB 100 was signed September 10, 2018 and requires electricity providers to provide renewable energy for at least 60 percent of their delivered power by 2030 and 100 percent use of renewable energy and zero-carbon resources by 2045. SB 100 also increases existing renewable energy targets, in accordance with the RPS, to 44 percent by 2024 and 52 percent by 2027.

Low Carbon Fuel Standard

California Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average carbon intensity for transportation fuels in California regulated by CARB. CARB identified the LCFS as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009.

Sustainable Communities and Climate Protection Act (SB 375)

California's Sustainable Communities and Climate Protection Act, also referred to as Senate Bill (SB) 375, became effective January 1, 2009. The goal of SB 375 is to help achieve AB 32's GHG emissions reduction goals by aligning the planning processes for regional transportation, housing, and land use. SB 375 requires CARB to develop regional reduction targets for GHGs, and prompts the creation of regional plans to reduce emissions from vehicle use throughout the State. California's 18 Metropolitan Planning Organizations (MPOs) have been tasked with creating Sustainable Community Strategies (SCS) in an effort to reduce the region's vehicle miles traveled (VMT) in order to help meet AB 32 targets through integrated transportation, land use, housing and environmental planning. Pursuant to SB 375, CARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the State's 18 MPOs. On September 23, 2010, CARB issued a regional eight (8) percent per capita reduction target for the planning year 2020, and a conditional target of 13 percent for 2035.

California Green Building Standards (CALGreen) Code

Although not originally intended to reduce greenhouse gases, California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended with recognition that energy-efficient buildings that require less electricity and reduce fuel consumption, which in turn decreases GHG emissions. The 2016 Title 24 standards (effective as of January 1, 2017) were revised and adopted in part to respond to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2017 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the 2016 California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11).

Local Policies and Regulations

The City is addressing the issue of global climate change through implementation of the Green LA, An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan), which outlines the goals and actions that the City has established to reduce the generation and emission of GHGs from public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels by the year 2030. To achieve this goal, the City is increasing the generation of renewable energy, improving energy conservation and efficiency, and changing transportation and land use patterns to reduce dependence on automobiles.

In 2010, the City adopted the 2010 California Green Building Standards Code, also known as CALGreen, with amendments, as Ordinance No. 181,480, thereby codifying provisions of CALGreen as the new Los Angeles Green Building Code. As stated in Section 99.01.101.1 of the LAMC, these regulations shall be known as the Los Angeles Green Building Code and may be cited as such. The Los Angeles Green Building Code is Article 9 of a total of 9 Articles of Chapter IX of the LAMC, and adopts by reference the CALGreen Code except as amended therein. The provisions of this code shall apply to the construction of every new building, every building alteration with a building permit valuation of $200,000 or more, and every building addition, unless otherwise indicated in this code, throughout the City. The Los Angeles Green Building Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. The Los Angeles Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards. In addition, the Proposed Project is required to implement applicable energy conservation measures to reduce GHG emissions such as those described in AB 32, described above.

On April 8th 2015, Los Angeles released pLAn, a sustainability plan for the City of Los Angeles. The plan covers a multitude of environmental, social, and economic sustainability issues. Many of the sustainability plan goals and actions relate to greenhouse gas reduction either specifically or by association. Actionable goals include increasing the green building standard for new construction, create benchmarking policy for building energy use, develop “blue, green, and black” waste bin infrastructure, reduce water use by 20%, and possibly require LEED Silver or better new construction.

GHG Significance Threshold

The City, the SCAQMD nor the State CEQA Guidelines Amendments provide adopted quantitative thresholds of significance for addressing a mixed-use project’s GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. As required in Section 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) an estimate of the amount of greenhouse gas emissions resulting from the project; (2) a qualitative analysis or performance based standards; (3) a quantification of the extent to which the project increases greenhouse gas emissions as compared to the existing environmental setting; and (4) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

In December 2008, the SCAQMD adopted an interim 10,000 metric tons CO_2e ($MTCO_2e$) per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. The SCAQMD continues to consider adoption of significance thresholds for non-industrial development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

Tier 1: Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2: Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3: Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 $MTCO_2e$/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 $MTCO_2e$/year), commercial projects (1,400 $MTCO_2e$/year), and mixed-use projects (3,000 $MTCO_2e$/year). Under option 2 a single numerical screening threshold of 3,000 $MTCO_2e$/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4: Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 $MTCO_2e$ per service population for project level analyses and 6.6 $MTCO_2e$ per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5: Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above are not adopted by SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. However, for the purpose of evaluating the GHG impacts associated with the Project, this analysis utilizes the proposed 3,000 $MTCO_2e$ per year Tier 3 threshold for mixed-use projects (3,000 includes construction and operational emissions). These draft thresholds have been used for other projects in the Basin.

In addition and separate from the above quantitative threshold, if the Project can demonstrate qualitative consistency with applicable plans, policies and regulations adopted for the purpose of reducing the emissions of GHGs, then impacts associated with GHG emissions would be less than significant.

Construction GHG Emissions

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from on-site construction activities and off-site hauling and construction worker commuting are considered as Project-generated. As explained by California Air Pollution Controls Officers Association (CAPCOA) in its 2008 white paper, the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level.[35] CEQA does not require an evaluation of speculative impacts (*CEQA Guidelines* §15145). Therefore, the construction analysis does not consider such GHG emissions,

[35] *California Air Pollution Control Officers Association, CEQA & Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, January 2008.*

but does consider non-speculative on-site construction activities and off-site hauling and construction worker trips. All GHG emissions are identified on an annual basis.

Emissions of GHGs were calculated using CalEEMod 2016.3.2 for construction of the proposed Project and the results of this analysis are presented in Table VI-8, Project Construction GHG Emissions. As shown in Table VI-8, total construction GHG emissions would be 652.88 metric tons. Consistent with SCAQMD recommendations quantitatively, construction GHG emissions have been amortized over a 30-year period and have been added to the annual operational GHG emissions of the Project identified in Table VI-9.

Table VI-8
Project Construction GHG Emissions

Phase	CO_2e Emissions (Metric Tons per Phase)
2020	404.01
2021	248.87
Total Project Construction GHG Emissions	**652.88**
GHG Emissions Amortized Over 30 Years	**21.76**
See Appendix E for calculation sheets.	

Operational GHG Emissions

The Project would improve the Project Site with a new five-story, 64.5-foot high mixed-use affordable housing building consisting 63 affordable units and one market-rate manager's unit, 2,443square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage. The operations of the Project would generate GHG emissions from the usage of on-road motor vehicles, electricity, natural gas, water, and generation of solid waste and wastewater. Emissions of operational GHGs are shown in Table VI-9, Project Operational GHG Emissions. As shown, the GHG emissions generated by the Project would be approximately 1,046.69 CO_2e MTY.

Table VI-9
Project Operational GHG Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)
Area Sources	15.49
Energy Demand (Electricity & Natural Gas)	370.48
Mobile (Motor Vehicles)	556.96
Solid Waste Generation	31.55
Water Demand	50.45
Construction Emissions [a]	21.76
Project Total	**1,046.69**

[a] The total construction GHG emissions were amortized over 30 years and added to the operation of the Project.

See Appendix E for calculation sheets.

As noted previously, the SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds. The SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The SCAQMD also proposed a screening level of 3,000 metric tons of CO_2e per year for mixed-use projects, under which project impacts would be considered "less than significant." As shown in Table VI-9, the Project's GHG emissions would be under the 3,000 $MTCO_2e$ per year threshold for mixed-use projects.

In addition, and separate from the quantitative analysis above, there is substantial evidence to support that the Project is qualitatively consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. As discussed previously, the City adopted the L.A. Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of greenhouse gas emissions. In order to further implement the L.A. Green Plan's goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code applicable to new development projects. As it relates to new development, the City adopted the Los Angeles Green Building Code, which incorporates applicable provisions of the CALGreen Code, and in some cases outlines more strict GHG reduction measures available to development projects in the City of Los Angeles. The Los Angeles Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission. The Scoping Plan encourages communities to adopt building codes that go beyond the state code. Accordingly, as the Los Angeles Green Building Code meets and exceeds applicable provisions of the CALGreen Code, a new development project that can demonstrate it complies with the Los Angeles Green Building Code is considered consistent with statewide GHG-reduction goals and policies, including AB 32. The Project would be required to meet the LA Green Building Code and the CALGreen Code.

GHG Emissions Associated With Motor Vehicles

Motor vehicle related GHG emissions are regulated at the Federal, State and local levels. As discussed in the CARB Scoping Plan, the transportation sector – largely the cars and trucks that move goods and people – is the largest contributor with 38 percent of the State's total GHG emissions. Many of the transportation-related reduction measures identified in the Scoping Plan are focused on improving motor vehicle efficiencies through more restrictive statewide laws and regulations. Some of these measures include Pavley I & II Standards for light-duty vehicles, Low Carbon Fuel Standards (LCFS), aerodynamic improvements for heavy-duty vehicles, and medium- and heavy-duty vehicle hybridizations. Together, these measures are estimated to reduce 2020 forecasted emissions by 52.60 $MMTCO_2E$. These regulatory measures are aimed at improving efficiencies of the motor vehicle fleet mix across the State, and as such, GHG emissions from future motor vehicles accessing the Project Site would be reduced as a result of these statewide programs.

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

No Impact. As described above, through required compliance with the Los Angeles Green Building Code, the Project would be consistent with local and Statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. Moreover, as a multi-family residential project that concentrates affordable units in a TPA that offers public transportation, the Project furthers the transit-oriented development and VMT reduction goals and objectives in the SCAG adopted 2016–2040 RTP/SCS. Therefore, the Project's generation of GHG

emissions would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs. Impacts would be less than significant and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. Although the Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. As discussed in recent CEQA case law,[36] the global scope of climate change and the fact that CO_2 and other GHGs, once released into the atmosphere, are not contained in the local area of their emission means that the impacts to be evaluated are also global rather than local. For many air pollutants, the significance of their environmental impact may depend greatly on where they are emitted; for GHGs, it does not. For individual projects, like the Project, which are designed to accommodate long-term growth in California's population and economic activity, this fact gives rise to an argument that a certain amount of GHG emissions is as inevitable with population growth. Under this view, a significance criterion framed in terms of efficiency is superior to a simple numerical threshold because CEQA is not intended as a population control measure. These considerations militate in favor of consistency with meeting AB 32's Statewide goals as a permissible significance criterion for project emissions. Meeting our Statewide reduction goals does not preclude all new development. Rather, the Scoping Plan – the State's roadmap for meeting AB 32's target – assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians. To the extent a project incorporates efficiency and conservation measures sufficient to contribute its portion of the overall GHG reductions necessary, it can be reasonably concluded that the project's impact is not cumulatively considerable, because it is helping to solve the cumulative problem of greenhouse gas emissions as envisioned by California law.[37]

As discussed above, the Project's total construction and operational GHG emissions would not exceed the 3,000 $MTCO_2e$/year threshold proposed by SCAQMD staff. In addition, and also detailed previously, through required implementation of the CALGreen Code and Los Angeles Green Building Code, the Project would be consistent with local and Statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. As a mixed-use transit-oriented development within close proximity to regionally-serving transit infrastructure, the Project is also consistent with the VMT reduction goals of the adopted 2016–2040 RTP/SCS. Therefore, the Project's mixed-use design, urban location, and proximity to transit would be consistent with local and Statewide goals and policies (i.e., RTP/SCS and SB 375) aimed at reducing the generation of GHGs through integrated transportation, land use, housing and environmental planning.

Similar to the Project, the related projects and all future projects in the State would be reviewed for consistency with applicable State, regional, and local plans, policies, or regulations for the reduction of GHGs. Therefore, based on the discussion above, the Project's generation of GHG emissions would not be considered cumulatively considerable because of the scope of the emissions (i.e., the Project would not exceed the 3,000 $MTCO_2e$/year threshold proposed by SCAQMD) and because the Project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs. Therefore, the Project's cumulative impact would be less than significant and no mitigation measures are required.

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[36] *Supreme Court of California, Center for Biological Diversity et al. v. California Department of Fish and Wildlife (2015), S217763, 11-13.*

[37] *Addressing the Significance of Greenhouse Gas Emissions, supra, 4 Golden Gate U. Envtl. L.J. at p. 210.*

9. HAZARDS AND HAZARDOUS MATERIALS

The following analysis utilizes information provided in the *Phase I Environmental Site Assessment*, prepared by Geocon West Inc., May, 2018 (Phase I ESA). The Phase I ESA is available as Appendix G.

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. Uses sensitive to hazardous emissions (i.e., sensitive receptors) in the area include the future residents of the Project and the nearby residential land uses. The following provides an analysis of potential impacts during construction and operation of the Project.

Construction

The proposed Project would involve the construction of a mixed-use building with residential and commercial retail uses. Construction of the Project would involve routine handling of small quantities of hazardous or potentially hazardous materials, such as gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction equipment and vehicles. This handling of hazardous materials would be a temporary activity and coincide with the short-term construction phase of the Project. The transport, use, and storage of hazardous materials during the construction and operation of the Project would be conducted in accordance with applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Through compliance with these regulatory requirements, no significant hazards to the public or environment would result in connection with the construction of the Project.

A portion of the Project Site (2322 E. 1st Street) is listed on the HAZNET database as "Soto Station" for removing approximately 500 tons of contaminated soil from the Site in 2004 and 2005. The soil was removed during the construction of the Metro subway tunnel and station. Though the Phase I ESA has revealed no evidence of recognized environmental conditions (RECs) in connection with the Project Site, there are records indicating underground storage tanks (USTs) were present on one or more portions of the adjacent property to the north now occupied by the Metro Soto Station.

The Phase I ESA recommended the preparation of Soil Vapor Study to determine if there are potential volatile organic compounds in soil vapor beneath the site. A Soil Vapor Study was prepared in September 2019 by Geocon West, Inc (see Appendix G). The results of the soil vapor survey indicate that benzene, perchloroethylene (PCE), and chloroform are present in soil vapor samples collected at the site, at concentrations which exceed their respective screening levels for soil vapor in a residential land use scenario. Based on this and as discussed in the soil vapor study, concentrations of these contaminants may pose an unacceptable risk to human health of future site residents, workers, and visitors via vapor intrusion into indoor air. The soil vapor study recommended that a soil vapor mitigation technology be integrated into the design of the proposed residential development to reduce the potential risk of soil vapor intrusion into the future structure. Therefore, a project design feature (HAZ-PDF-1) would be implemented, constructing a mitigation barrier below the slab to vent the vapors into the outdoor air. This barrier would reduce the potential exposure to potential contaminated soils and would not expose future residents, guests, workers, and transit users to hazardous material risks. As such, this impact would be less than significant.

Project Design Feature

PDF HAZ-1 To mitigate the potential risk of soil vapor intrusion into the proposed structure, the Project will incorporate a passive venting system into the design of the Project.

Operation

For the residential units and commercial retail, general household hazardous waste generation would be expected. HHW includes used batteries, electronic waste, and other waste prohibited or discouraged from being disposed of at local landfills. Use of common household hazardous materials and their disposal do not present a substantial health risk to the community. Regular operation and maintenance of residential units and the commercial retail space would not involve the use, storage, transport, or disposal of hazardous wastes and substances. Therefore, with implementation of appropriate hazardous materials management protocols at the Project Site and compliance with all applicable local, state, and federal laws and regulations relating to environmental protection and the management of hazardous materials, the Project's impact associated with the routine transport, use, or disposal of hazardous materials during construction and operation of the Project would be less than significant.

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

Less Than Significant. The Phase I ESA reviewed Sanborn maps for the years 1888, 1890, 1894, 1906, 1921, 1949, and 1970 to obtain information pertaining to historical development and uses of the Project Site. Additionally, historical aerial photographs for the years 1923, 1928, 1938, 1948, 1952, 1964, 1972, 1977, 1983, 1989, 1994, 2002, 2005, 2009, 2010, 2012 were reviewed for indications of past land uses that had the potential to have impacted the Project Site through the use, storage or disposal of hazardous substances and/or petroleum. Table VI-10, Historical Observations summarizes information on the maps and photographs for the Project Site and nearby properties.

Table VI-10
Historical Observations

Year	Site	Adjacent Properties
Sanborn Maps		
1888	No structures or land uses are depicted on the Project Site.	No structures or land uses are depicted on the adjacent properties. E. 1st Street is depicted north of the Project Site.
1890	Conditions are similar to those depicted on the 1888 map	Conditions are similar to those depicted on the 1888 map except for dwellings depicted northeast of the Project Site beyond E. 1st Street and southwest of the Project Site, and S. Soto Street depicted east of the Project Site.
1894	Conditions are similar to those depicted on the 1890 map	Conditions are similar to those depicted on the 1890 map.
1906	Two dwellings and a stable are depicted on the Project Site.	Dwellings are depicted on the adjacent properties and the properties beyond E. 1st Street and S. Soto Street.
1921	Five dwellings, a shed, and an automobile outbuilding are depicted on the Project Site.	Dwellings and a store are depicted north of the Project Site beyond E. 1st Street. Dwellings and an automobile repair shop are adjacent to the northeast of the Project Site. Stores are depicted northeast of the Project Site beyond E. 1st Street. Dwellings, apartments, and stores are depicted east of the

Year	Site	Adjacent Properties
		Project Site beyond S. Soto Street. Dwellings with various outbuildings are depicted south, southeast, and east of the Project Site.
1949	Eight dwellings, a shed, two automobile outbuildings, a restaurant, a store, and a candy manufacturing shop are depicted on the Project Site.	Additional stores and dwellings are depicted north and northeast (beyond E. 1st Street), east (beyond S. Soto Street), south, southwest, and west of the Project Site. A restaurant is depicted northeast of the Project Site beyond E. 1st Street. Two dwellings, an automobile repair shop, a tire & battery shop, and a gas station are adjacent to the northeast of the Project Site.
1970	Conditions are similar to those depicted on the 1949 map except for two stores and a bakery are depicted in the northern portion of the Project Site.	Conditions are similar to those depicted on the 1945 map except for the following. Two "iron" structures are depicted adjacent to the northeast of the Project Site. The automobile repair shop, tire & battery shop, and gas station are not depicted northeast of the Project Site. Additional stores and a commercial structure are depicted north of the Project Site beyond E. 1st Street.
Aerial Photographs		
1923	Five residences with a few outbuildings were present on the Project Site.	Residences and commercial structures were north and northeast of the Project Site beyond E. 1st Street and east of the Project Site beyond S. Soto Street. Two residences and a commercial structure were adjacent to the northeast of the Site. Residences were south and southwest of the Project Site. Residences and commercial structures were west of the Project Site.
1928	The resolution of the photograph is poor; however, it appears conditions were similar to those observed on the 1923 photograph except for a commercial structure in the northern portion of the Project Site.	The resolution of the photograph is poor; however it appears conditions were similar to those observed on the 1923 photograph.
1938	Conditions were similar to those observed on the 1928 photograph except for additional structures in the northern and southwestern portions of the Project Site.	Conditions were similar to those observed on the 1928 photograph except that a newer commercial structure was adjacent to the northeast of the Project Site.
1948	The resolution of the photograph is poor; however it appears conditions were similar to those observed on the 1938 photograph.	The resolution of the photograph is poor; however it appears conditions were similar to those observed on the 1938 photograph.
1952	Conditions were similar to those observed on the 1948 photograph.	Conditions were similar to those observed on the 1948 photograph.

Year	Site	Adjacent Properties
1964	Conditions were similar to those observed on the 1952 photograph.	Conditions were similar to those observed on the 1952 photograph except newer commercial structures were adjacent to the northeast of the Project Site and north and northeast of the Project Site beyond E. 1st Street.
1972 & 1977	Conditions were similar to those observed on the 1964 photograph.	Conditions were similar to those observed on the 1964 photograph.
1983 & 1989	Conditions were similar to those observed on the 1972 and 1977 photographs.	Conditions were similar to those observed on the 1972 and 1977 photographs.
1994	Conditions were similar to those observed on the 1983 and 1989 photographs.	Conditions were similar to those observed on the 1983 and 1989 photographs.
2002	Conditions were similar to those observed on the 1994 photograph.	Conditions were similar to those observed on the 1994 photograph.
2005	The Project Site was a vacant lot.	Conditions were similar to those observed on the 2002 photograph except for a vacant lot adjacent to the northeast of the Project Site.
2009	The northern portion of the Project Site was part of the Metro Soto Station (under construction). The southern portion of the Project Site appears to have been used as a construction staging area.	Conditions were similar to those observed on the 2005 photograph except for Metro Soto Station under construction adjacent to the northeast of the Project Site.
2010 & 2012	The northern portion of the Project Site was part of the Metro Soto Station. The southern portion of the Project Site was a vacant lot.	Conditions were similar to those observed on the 2009 except for the Metro Soto Station adjacent to the northeast of the Project Site.

As discussed in impact VI. 9a, the soil vapor study recommended that a soil vapor mitigation technology be integrated into the design of the proposed residential development to reduce the potential risk of soil vapor intrusion into the future structure. Therefore, a project design feature (HAZ-PDF-1) would be implemented, constructing a mitigation barrier below the slab to vent the vapors into the outdoor air. This barrier would reduce the potential exposure to potential contaminated soils and would not expose future residents, guests, workers, and transit users to hazardous material risks. As such, this impact would be less than significant. Based on a review of the California Division of Oil, Gas and Geothermal Resources (DOGGR) Oil and Gas Well Finder, the Project Site is located within the Boyle Heights (ABD) Oil Field.[38] However, no oil wells are present on site.[39]

[38] *California Department of Conservation, Division of Oil, Gas and Geothermal Resources, Well Finder, website: https://maps.conservation.ca.gov/doggr/wellfinder, accessed: August 2019.*

[39] *Ibid.*

According to the U.S. Environmental Protection Agency (EPA), the Project Site, being located in Los Angeles County, is situated within Radon Zone 2, with a predicted average indoor radon screening level between 2 and 4 picoCuries per Liter (pCi/L, moderate potential), which is below the 4.0 pCi/L action level set by the United States Environmental Protection Agency (USEPA).

The Project Site has been identified to be within a Methane Zone.[40] These areas pose a risk of methane intrusion emanating from geologic formations. Due to the existing potential environmental risk associated with construction in a Methane Zone, the Project would be subject to developmental regulations pertaining to ventilation and methane gas detection systems that are mandated by the City. Project development would be governed by the provisions of City of Los Angeles Building Code Chapter 71, Methane Mitigation Standards Ordinance. This ordinance provides installation procedures, design parameters and test protocols for methane gas mitigation systems. More specifically, the Methane Mitigation Standards ordinance includes requirements for site testing, methane mitigation systems, and ventilation systems.

Compliance with applicable laws and regulations during construction and operation of the Project would reduce the impacts associated with the potential release of hazardous materials to less than significant and no mitigation measures are required.

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

Less Than Significant Impact. Breed Street Elementary School is located within 480 feet (0.09 mile) of the Project Site, at 2226 E 3rd Street. Theodore Roosevelt School is located approximately 0.21 mile south of the Project Site, at 456 S Mathews Street. As discussed in response to Thresholds XI.9a and 9b above, potentially hazardous materials such as oil or fuel utilized by heavy-duty construction equipment, may be utilized during construction and would be required to comply with local, state, and federal policies for handling such materials and equipment properly. As discussed in impact VI. 9a, the soil vapor study recommended that a soil vapor mitigation technology be integrated into the design of the proposed residential development to reduce the potential risk of soil vapor intrusion into the future structure. Therefore, a project design feature (HAZ-PDF-1) would be implemented, constructing a mitigation barrier below the slab to vent the vapors into the outdoor air. This barrier would reduce the potential exposure to potential contaminated soils and would not expose future residents, guests, workers, and transit users to hazardous material risks. Potential soil vapor intrusion would have no impact on the adjacent schools. As discussed in Section III, *Air Quality*, emissions generated by construction of the Project would be below SCAQMD LSTs and would not be significant.

Therefore, given that construction and operational activities would be required to comply with local, state, and federal policies for handling any minor hazardous materials and criteria pollutant emissions would be below SCAQMD threshold levels, impacts associated with potential hazardous emissions during construction and operation would be less than significant.

[40] *City of Los Angeles Department of City Planning Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: August 2019.*

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

Less Than Significant Impact. The Project Site is not a City designated Hazardous Waste/Border Zone Property.[41] As discussed previously, a portion of the Project Site (2322 E. 1st Street) is listed on the HAZNET database as "Soto Station" for removing approximately 500 tons of contaminated soil from the Site in 2004 and 2005. The soil was removed during the construction of the Metro subway tunnel and station. Though the Phase I ESA has revealed no evidence of RECs in connection with the Project Site, there are records indicating USTs were present on one or more portions of the adjacent property to the north now occupied by the Metro Soto Station. There are also records indicating that contaminated soil was removed during the construction of the Metro Soto Station. It is unknown if the soil removal was associated with the removal of the USTs or if contaminated soil remains beneath portions of the Soto Station outside of the areas excavated during construction. Based on the extensive excavation that was performed during construction of the subway it is possible that potential soil contamination for the historic uses of the property would have been removed; however, without records documenting the extent of the removal, the threat of a vapor encroachment risk to the Project Site cannot be ruled out. As discussed in impact VI. 9a, the soil vapor study recommended that a soil vapor mitigation technology be integrated into the design of the proposed residential development to reduce the potential risk of soil vapor intrusion into the future structure. Therefore, a project design feature (HAZ-PDF-1) would be implemented, constructing a mitigation barrier below the slab to vent the vapors into the outdoor air. This barrier would reduce the potential exposure to potential contaminated soils and would not expose future residents, guests, workers, and transit users to hazardous material risks.

Because the Project would not be located on a site with potential to create a significant hazard to the public or environment, this impact would be less than significant.

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

No Impact. The Hawthorne Municipal Airport is the closest airport to the Project Site, located approximately 10.2 miles to the south. In addition, the Project Site is not located within an airport land use plan. As such, the Project would not expose people to excessive aircraft noise levels. Therefore, no impact would occur and no mitigation measures are required.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. There are no critical facilities, lifeline systems, or disaster routes in the immediate vicinity of the Project Site.[42,43] However, E. 1st Street and S. Soto Street are classified as

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[41] *City of Los Angeles Department of City Planning Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: August 2017.*

[42] *City of Los Angeles Department of City Planning, Los Angeles City General Plan Safety Element, Exhibit H, Critical Facilities & Lifeline Systems in the City of Los Angeles, Adopted November 1996.*

[43] *Ibid.*

Secondary Disaster Routes by Los Angeles County.[44] Nonetheless, as discussed in Section VI.17, Transportation, below, the Project would not result in any significant traffic impacts. Moreover, the Project would not cause permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way. An emergency response plan would be submitted to LAFD during review of plans as part of the standard building permit process. Furthermore, no full road closures are anticipated during construction of the Project, and none of the surrounding roadways would be impeded. Access for emergency service providers and any evacuation routes would be maintained during construction and operation. Therefore, impacts would be less than significant and no mitigation measures are required.

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 a highly urbanized area of Boyle Heights, and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone;[45] nor is the Project Site within a wildland fire hazard area.[46] Therefore, no impact would occur relative to exposure to wildfire hazards and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. Development of the Project in combination with the related projects could increase, to some degree, the risks associated with the use and potential accidental release of hazardous materials in the City. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in combination with the development proposals for each of those properties. However, the Project's impact would be less than significant with mitigation incorporated and, therefore, would not substantially contribute to a cumulative impact. Furthermore, local municipalities will be required to follow local, State, and federal laws regarding hazardous materials. With compliance with local, State, and federal laws pertaining to hazardous materials, cumulative impacts to hazardous materials would be less than significant and no mitigation measures are required.

10. HYDROLOGY AND WATER QUALITY

The following analysis utilizes information provided in the *Phase I Environmental Site Assessment*, prepared by Geocon West Inc., May, 2018 (Phase I ESA). The Phase I ESA is available as Appendix G.

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact.

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[44] *Los Angeles County Department of Public Works, Disaster Route Maps, City of Los Angeles West Area, website: http://dpw.lacounty.gov/dsg/disasterroutes/map/disaster_rdm-South.pdf, accessed: August 2019.*

[45] *City of Los Angeles Department of City Planning Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: August 2019.*

[46] *City of Los Angeles Department of City Planning, Los Angeles City General Plan Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles, Adopted November 1996.*

Construction

Construction activities associated with the Project have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment. Construction associated with the Project would be subject to the requirements of LARWQCB Order No. R4-2012-0175, National Pollution Discharge Elimination System (NPDES) No. CAS004001, effective December 28, 2012, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County (the "Los Angeles County MS4 Permit"), which controls the quality of runoff entering municipal storm drains in Los Angeles County. Section VI.D.8 of the Los Angeles County MS4 Permit, Development Construction Program, requires permittees (which include the City) to enforce implementation of Best Management Practices (BMPs), including, but not limited to, approval of an Erosion and Sediment Control Plan (ESCP) for all construction activities within their jurisdiction.[47] ESCPs are required to include the elements of a Stormwater Pollution Prevention Plan (SWPPP). Accordingly, the construction contractor for the Project would be required to implement BMPs that would meet or exceed local, State, and federal mandated guidelines for stormwater treatment to control erosion and to protect the quality of surface water runoff during the construction period. BMPs utilized could include, without limitation: disposing of waste in accordance with all applicable laws and regulations; cleaning up leaks, drips, and spills immediately; conducting street sweeping during construction activities; limiting the amount of soil exposed at any given time; covering trucks; keeping construction equipment in good working order; and installing sediment filters during construction activities. Therefore, potential impacts during construction of the Project would be less than significant and no mitigation measures are required.

Operation

With respect to water quality during operation of the Project, Los Angeles County and all incorporated cities within Los Angeles County (except the City of Long Beach) are permittees under the Los Angeles County MS4 Permit. Section VI.D.7 of the Los Angeles County MS4 Permit, Planning and Land Development Program, is applicable to, among others, land-disturbing activities that result in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site, which would apply to the Project.[48] This Program requires, among other things, that the Project runoff volume from the following be retained on-site: (a) the 0.75 inch, 24-hour rain event; or (b) the 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater. The Project would also be subject to the BMP requirements of the Standard Urban Storm Water Mitigation Plan (SUSMP) adopted by LARWQCB. As a permittee, the City is responsible for implementing the requirements of the County-wide SUSMP within its boundaries. A Project-specific SUSMP would be implemented during the operation of the Project. In compliance with the Los Angeles County MS4 Permit and SUSMP requirements, the Project would be required to retain, treat and/or filter stormwater runoff through biofiltration before it enters the City stormwater drain system. The system incorporated into the Project must follow design requirements set forth in the MS4 permit and must be approved by the City. Adherence to the requirements of the MS4 Permit and SUSMP would ensure that potential impacts associated with water quality would be less than significant. With appropriate Project design and compliance with the applicable federal, State, local

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[47] *California Regional Water Quality Control Board – Los Angeles Region, MS4 Discharges within the Coastal Watersheds of Los Angeles County Except those Discharges Originating from the City of Long Beach MS4, Order No. R4-2012-0175, as amended by Order WQ 2015-0075, NPDES No. CAS004001, page 116 et seq.*

[48] *Ibid., page 97 et seq.*

regulations, and permit provisions, impacts of the Project related to stormwater runoff quality would be less than significant.

In addition, the Project would be subject to the provisions of the City's Low Impact Development (LID) Ordinance, which is designed to mitigate the impacts of increases in runoff and stormwater pollution as close to the source as possible. LID comprises a set of site design approaches and BMPs that promote the use of natural systems for infiltration, evapotranspiration and use of stormwater, as appropriate. The LID Ordinance will require the Project to incorporate LID standards and practices to encourage the beneficial use of rainwater and urban runoff, reduce stormwater runoff, promote rainwater harvesting, and provide increased groundwater recharge. In this regard, the City has established review procedures to be implemented by the Department of City Planning, LADBS, and Department of Public Works that parallel the review of the SUSMP discussed above. Incorporation of these features would minimize the increase in stormwater runoff from the Project Site. The SUSMP consists of structural BMPs built into the Project for ongoing water quality purposes over the life of the Project. Additionally, because the Project Site does not currently operate under a SUSMP, implementation of the Project with a SUSMP would improve water quality leaving the Project Site compared to existing conditions. Therefore, impacts would be less than significant and no mitigation measures are required.

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?

Less Than Significant Impact.

The Project does not involve the extraction of groundwater and it would not result in a reduction in aquifer volume or lower the local groundwater table. According to the Project's Phase I ESA, groundwater within the vicinity of the Project Site ranged from 31.48 to 35.51 feet in October 2013. As the Project does not plan to drill more than 11 feet into the ground, no dewatering (i.e., removal of groundwater) during construction is anticipated.

Additionally, operation of the Project would not interfere with any groundwater recharge activities within the area. The Project Site is located in a highly urbanized area and two of the Project Site's parcels are currently vacant. The other four Project parcels include the Metro Soto Station and Plaza. The Project Site contains minimal areas of landscaping. Thus, the degree to which surface water infiltration and groundwater recharge currently occurs on-site is negligible. Even so, construction and operation of the Project would not substantially affect groundwater levels beneath the Project Site, including depleting groundwater supplies or resulting in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Therefore, impacts on groundwater would be less than significant, and no mitigation measures are required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. As discussed above, the Project would be designed to comply with the City of Los Angeles's LID design standard. The proposed stormwater BMPs would require rainwater harvesting and/or bio-filtration flow-through planters, and the entirety of the building's roof drains will be diverted to the proposed stormwater BMPs and the overflow discharge will be discharged to S. Soto Street or E. 1st Street a curb drain or parkway drain. Further, Project construction would comply with applicable NPDES

and City requirements including those requiring the preparation of a Project-specific SWPPP. Pursuant to the LID Ordinance, the Project would be required to capture and manage the first threequarters of an inch of runoff flow during storm events as defined in the City's BMPs. As described earlier, the rainwater harvesting and/or bio-filtration flow-through planters would meet the City of Los Angeles' stormwater capture and reuse criteria and LID design standards. The Project would result in less than significant impacts associated substantial erosion or siltation on-or off-site and no mitigation is required.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

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. The following response addresses Thresholds c.II and C.III. Runoff associated with the Project would be directed in non-erosive drainage devices to either landscaped areas for evaporation and/or directed to the existing City storm drain system. The Project would be subject to the provisions of the LID Ordinance. In this regard, the City has established review procedures to be implemented by the Department of City Planning, LADBS, and Department of Public Works that expand the review of the SUSMP discussed above. Incorporation of these features would minimize the stormwater runoff from the Project Site. It can be reasonably anticipated, then, that the existing storm drain system has adequate capacity to accommodate flows from the Project Site. Therefore, impacts would be less than significant and no mitigation measures are required.

iv) Impede or redirect flood flows?

No Impact. According to the City of Los Angeles General Plan Safety Element, the Project Site is not located with a 100-Year or 500-Year flood plain.[49] The Project is a mixed-use project that would not redirect or cause impediment or redirection of flood flows. Therefore, no impact would occur and no mitigation measures are required.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

No Impact. As discussed above, the Project Site is not located with a 100-Year or 500-Year flood plain.[50] Additionally, the Project Site is not located in a potential inundation area or an area potentially impacted by a tsunami.[51] There are also no major water bodies in the vicinity of the Project Site that would put the site at risk of inundation by seiche. As such, the Project is not in a flood hazard, tsunami, or seiche zone and there is no potential for risk of the release of pollutants due to project inundation. No impact would occur and no mitigation measures are required.

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[49] *City of Los Angeles Department of City Planning, Los Angeles City General Plan Safety Element, Exhibit F, 100-Year & 500-Year Flood Plains in the City of Los Angeles, Adopted November 1996.*

[50] *Ibid.*

[51] *City of Los Angeles Department of City Planning, Los Angeles City General Plan Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles, Adopted November 1996.*

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As discussed above, the Project would comply with applicable NPDES and City requirements, which would include the use of BMPs during construction and operation of the Project as detailed in a SWPPP and in the LID ordinance. Project construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to avoid or reduce the effects of sedimentation and erosion. In addition, the Project would require approval of an erosion control plan and would be required to prepare a SWPPP in accordance with the NPDES permit. The SWPPP incorporates BMPs in accordance with the City of Los Angeles' Best Management Practices Handbook, Part A Construction Activities to control erosion including grading and dust control measures. The Project would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. The related projects would potentially increase the volume of stormwater runoff and contribute to pollutant loading in stormwater runoff within the local vicinity of the Project Site. Pursuant to the LID Ordinance, however, related projects would be required to capture and manage the first three-quarters of an inch of runoff flow during storm events as defined in the City's LID BMPs, through one or more of the City's preferred LID improvements: on-site infiltration, capture and reuse, or biofiltration/biotreatment BMPs, to the maximum extent feasible.

Further, the related projects would be subject to the NPDES permit requirements for both construction and operation. Each project greater than one-acre in size would be required to develop a SWPPP and would be evaluated individually to determine appropriate BMPs and treatment measures to avoid or minimize impacts to water quality. Smaller projects would be minor infill projects with drainage characteristics similar to existing conditions, with negligible impacts. In addition, the City of Los Angeles Department of Public Works reviews all construction projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available.

The cumulative impacts context for flood hazards is the corporate boundary of City of Los Angeles, which provides emergency response services for flood events and participates in the National Flood Insurance Program (NFIP). The NFIP is a Federal program enabling property owners in participating communities to purchase protection against property losses due to flooding.

All related projects are subject to restrictions and requirements as part of the City's existing permitting process and a detailed review of the City of Los Angeles General Plan Safety Element would be conducted as part of the plan check process. Related projects within the 100-year flood plain or floodway would be required to implement appropriate flood plain management measures in the design of new buildings. Compliance with these existing regulatory requirements would ensure the any related projects would not place housing within a flood hazard area without incorporating proper measures and reducing this impact to less than significant and would not be cumulatively considerable.

Similarly, the Project would comply with applicable NPDES and City requirements, which would include the use of BMPs during construction and operation of the Project as detailed in a SWPPP and in the City's LID ordinance. The Project would include rainwater harvesting and/or bioinfiltration flow-through planters as a BMP. The Los Angeles Department Public Works would review the Project to ensure that sufficient local and regional drainage capacity is available. The Project would not be located in a 100-Year or 500-Year flood plain or near an inundation area subject to seiche or tsunami. The Project's contribution

to cumulative impacts to hydrology and water quality and flooding hazards would not be cumulatively considerable. Impacts would be less than significant.

11. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. The Project Site is located in a highly urbanized area and two of the Project Site's parcels are currently vacant. The other four Project parcels include the Metro Soto Station and Plaza. The Project Site is relatively flat and is surrounded by adjacent residences to the south, residences and commercial uses to the west across an alleyway, residences to the east across S. Soto Street, and residences and commercial uses to the north across E. 1st Street.

The Project would not cause any permanent street closures, block access to any surrounding land use, or cause any change in the existing street grid system. Since the Project would be developed within a long-established urban area, the Project would not physically divide an established community by creating new streets or by blocking or changing the existing street grid pattern. Since the Project would not physically disrupt or divide the surrounding established community, no impact would occur and no mitigation measures are required.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The determination of consistency with applicable land use policies and ordinances is based upon a review of the previously identified planning and zoning documents that regulate land use or guide land use decisions pertaining to the Site. A project is considered consistent with the provisions and general policies of an applicable City or regional land use plans and regulations if it is consistent with the overall intent of the plans and would not preclude the attainment of its primary goals. A conflict between a project and an applicable plan is not necessarily a significant impact under CEQA unless the inconsistency will result in an adverse physical change to the environment that is a "significant environmental effect" as defined by CEQA Guidelines Section 15382.

As discussed below, the Project would be substantially consistent with all of the applicable plans, policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect associated with development of the Project Site. Therefore, Project impacts related to land use and planning would be less than significant and no mitigation measures are required.

Regional Plans, Policies, Regulations

Southern California Association of Governments

SCAG is the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. 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.

SCAG Regional Comprehensive Plan

SCAG has prepared the 2008 Regional Comprehensive Plan (2008 RCP) in response to SCAG's Regional Council directive in its 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air

quality, and other regional challenges. The 2008 RCP is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The 2008 RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. The plan includes nine chapters addressing land use and housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness. The action plans contained therein provide a series of recommended near-term policies that developers and key stakeholders should consider for implementation, as well as potential policies for consideration by local jurisdictions and agencies when conducting project review.

The 2008 RCP replaced the Regional Comprehensive Plan and Guide (RCPG) for use in SCAG's Intergovernmental Review (IGR) process. SCAG's Community, Economic and Human Development Committee and the Regional Council took action to accept the 2008 RCP, which now serves as an advisory document for local governments in the SCAG region for their information and voluntary use in developing local plans and addressing local issues of regional significance. However, as indicated by SCAG, because of its advisory nature, the 2008 RCP is not used in SCAG's IGR process. Rather, SCAG reviews new projects based on consistency with the 2016–2040 RTP/SCS (discussed below).

SCAG 2016–2040 RTP/SCS

On September 30, 2008, SB 375 was passed to help achieve AB 32 goals related to the reduction of greenhouse gases through regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve GHG emissions reductions targets for the transportation sector. It establishes a process for CARB to develop GHG emissions reductions targets for each region (as opposed to individual local governments or households). SB 375 also requires MPOs to prepare an SCS within the RTP that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions. On September 23, 2010, CARB adopted regional targets for the reduction of GHG emissions applying to the years 2020 and 2035. For the area under SCAG jurisdiction, including the Project area, CARB adopted Regional Targets for reduction of GHG emissions by eight percent for 2020 and by 13 percent for 2035. On February 15, 2011, CARB's Executive Officer approved the final targets.

On April 7, 2016, the Regional Council of SCAG adopted the 2016–2040 RTP/SCS. For the past three decades, SCAG has prepared RTPs with the primary goal of increasing mobility for the region's residents and visitors. The 2016–2040 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the NAAQS as set forth by the Federal Clean Air Act. As such, the 2016–2040 RTP/SCS contains a regional commitment for the broad deployment of zero- and near-zero-emission transportation technologies in the 2016-2040 time-frame and clear steps to move toward this objective. This is especially critical for the goods movement system. The development of a world-class, zero- or near-zero- emission freight transportation system is necessary to maintain economic growth in the region, to sustain quality of life, and to meet federal air quality requirements. The 2016–2040 RTP/SCS puts forth an aggressive strategy for technology development and deployment to achieve this objective. This strategy will have many co-benefits, including energy security, cost certainty, increased public support for infrastructure, GHG emissions reduction, and economic development.

The 2016–2040 RTP/SCS provides a blueprint for improving quality of life for residents by providing choices for where they will live, work, and play, and how they will move around. It is designed to promote

safe, secure, and efficient transportation systems to provide improved access to opportunities, such as jobs, education, and healthcare. Its emphasis on transit and active transportation is designed to allow residents to lead a healthier, more active lifestyle. Its goal is to create jobs, ensure the region's economic competitiveness through strategic investments in the goods movement system, and improve environmental and health outcomes for its residents by 2040. More importantly, the 2016–2040 RTP/SCS is also designed to preserve what makes the region special, including stable and successful neighborhoods and array of open spaces for future generations.

The 2016–2040 RTP/SCS also includes examples of measures that could reduce impacts from planning, development, and transportation. It notes, however, that the example measures are not intended to serve as any kind of checklist to be used on a project-specific basis. Since every project and project setting is different, project-specific analysis is needed to identify applicable and feasible mitigation. These mitigation measures are particularly important where streamlining mechanisms under SB 375 are utilized.

A detailed discussion of the Project's consistency with the 2016–2040 RTP/SCS is included in Section III, SCEA Criteria and Transit Priority Project Consistency Analysis. As discussed there, the Project would be substantially consistent with the applicable 2016–2040 RTP/SCS policies and with the land use designation, density, and building intensity identified in the 2016–2040 RTP/SCS for the area in which the Project Sites are located. Additionally, as discussed below in Section VI.14, the Project's housing, population, and employee estimates would be consistent with SCAG growth projections. Therefore, no significant impacts regarding consistency with this plan would occur.

Local Plans, Policies, Regulations

The discussion below provides a discussion of the plans, policies, and regulations established by the City of Los Angeles.

Los Angeles General Plan

The City's General Plan serves as a blueprint for the future, prescribing policy goals and objectives to shape and guide the physical development of the City. In the State of California, all cities are required to develop a General Plan. A General Plan is a comprehensive policy document that informs future land use decisions. It establishes land use designations and policies that identify a range of zoning options that can be applied to property. These policies assist decision makers as they review planning approvals for a new project or consider a proposed ordinance or policy. By identifying land use categories and corresponding zones, the General Plan provides the foundational guide for planning, outlining how land is used and how the City allocates its resources. The General Plan is, however, more than just the legal basis for all local land use decisions; it is the vision for how the City will evolve, reflecting the values and priorities of its communities. The following provides a discussion of the Project's consistency with elements of the General Plan.

General Plan Framework Element

Adopted in December 1996, and readopted in August 2001, the City of Los Angeles General Plan Framework Element (General Plan Framework) establishes the conceptual basis for the City's General Plan.[52] The General Plan Framework is one of the General Plan Elements and sets forth a citywide comprehensive long-range growth strategy and defines Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation,

[52] *City of Los Angeles Framework Element of the General Plan, website: https://planning.lacity.org/cwd/framwk/fwhome0.htm, accessed: August 2019.*

infrastructure, and public services. General Plan Framework land use policies are further guided at the community level through community plans and specific plans. The General Plan Framework sets forth a conceptual relationship between land use and transportation and encourages new development to be developed near transit. The Framework Element also calls for commercial development along the City's arterial corridors to be intensified with new projects that integrate commercial and residential uses.

The consistency of the Project with applicable objectives and policies in the General Plan Framework is presented in Table VI-11, Project Consistency with Applicable Objectives of the Framework Element. As shown, the Project would be consistent with the applicable objectives in the General Plan Framework and impacts related to consistency with this document would be less than significant.

Table VI-11
Project Consistency with Applicable Objectives of the Framework Element

Objective/Policy[a]	Project Consistency
Land Use Chapter	
Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	**Consistent.** The Project would develop a mixed-use building with affordable residential units and ground floor commercial space which would contribute to the diversity of land uses in the area, and would support the needs of the City's existing and future residents, businesses, and visitors.
Objective 3.2: To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.	**Consistent.** The Project Site is located within a TPA and would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40. The Project would also include 66 bicycle parking spaces including 54 long term spaces and 12 short term spaces. As such, the Project would support the reduction of vehicle trips, vehicle miles travelled, and air pollution.
Objective 3.4: 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.	**Consistent.** The Project would provide a mixed-use development with affordable residential units and ground floor commercial space consistent with existing land uses in the Boyle Heights Community Plan area, which includes a mix of commercial, residential, and office land uses. The Project would provide housing on a site that is currently vacant. The Project would also help to revitalize the area that is now along a transit corridor.
Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.	**Consistent.** The Project would provide a mixed-use development with affordable residential units and ground floor commercial space within a TPA, and would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40. The Project would not encroach on low-density neighborhoods.
Objective 3.17: Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.	**Consistent.** The Project would provide ground floor commercial uses within the Metro Soto Station Plaza, which would enhance pedestrian activity.

Table VI-11
Project Consistency with Applicable Objectives of the Framework Element

Objective/Policy[a]	Project Consistency
Housing Chapter	
Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	**Consistent.** The Project would provide a mixed-use development with affordable residential units and ground floor commercial space within a TPA, and would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40.
Urban Form and Neighborhood Design Chapter	
Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.	**Consistent.** The Project would provide a mixed-use development with affordable residential units and ground floor commercial space within a TPA, and would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40.
Economic Development Chapter	
Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.	**Consistent.** The Project would provide ground floor commercial uses along with residential uses which would serve to establish a balance of commercial development.

[a] City of Los Angeles, Citywide General Plan Framework Element, readopted August 2001.

Boyle Heights Community Plan

The City of Los Angeles contains 35 community plans which comprise the Land Use Element of the General Plan, and the Boyle Heights Community Plan is one of those plans, which the Project Site is located in. The community plans are intended to promote an arrangement of land uses, streets, and services, which would encourage and contribute to the economic, social, and physical health, safety, and welfare of the people who live and work in the community. The community plans are also intended to guide development in order to create a healthful and pleasing environment. The community plans coordinate development among the various communities of the City and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community. The Boyle Heights Community Plan guides land uses on the Project Site and in the surrounding areas within the Boyle Heights Community Plan Area. This current Community Plan sets forth planning goals and objectives to maintain the community's distinctive character.

The Project's consistency with the applicable objectives and policies of the Boyle Heights Community Plan is presented in Table VI-12, Project Consistency with the Boyle Heights Community Plan. The Project Applicant is requesting a General Plan Amendment (GPA) per Los Angeles Municipal Code (LAMC) Section 11.5.6 to change the Land Use Designation from Low Medium II to Highway Oriented Commercial/Limited Commercial. Although the Applicant is requesting this GPA, this change would not substantially affect land use consistency in the Boyle Heights Community Plan Area, as the Project parcels are designated for commercial and residential uses and are proposed for these uses. Further, this GPA would be consistent

the land use goals and intent of the Boyle Heights Community Plan Area, which encourages increased provision of residential uses in multi-story buildings along the corridors while preserving ground floor spaces for neighborhood serving commercial uses. As shown in Table VI-12, the Project would be consistent with the applicable objectives and policies and impacts related to consistency with this plan would be less than significant.

Table VI-12
Project Consistency with the Boyle Heights Community Plan

Objective/Policy[a]	Project Consistency
Residential	
Objective 2: Provide new housing opportunities that accommodate a range of income needs, provide public amenities, and maximize the opportunities for individual choice.	**Consistent.** The Project would provide a mixed-use development with affordable residential units and ground floor commercial space on a currently vacant portion of the site.
Policy 4: Medium density housing be located near commercial corridors where access to public transportation and shopping services is convenient and where a buffer from, or a transition between, low-density housing can be achieved to the extent feasible	**Consistent.** The Project would provide a mixed-use development with affordable residential units and ground floor commercial space within a TPA, and would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40. The Project would not encroach on low-density neighborhoods.
Commercial	
Objective 1: Conserve and strengthen viable commercial development in the Community and to provide additional opportunities for new commercial development and services.	**Consistent.** The Project would include ground floor commercial uses that would serve the Project community and the Metro Soto Station Plaza.
Objective 2: To provide a range of commercial facilities at various locations to accommodate the shopping needs of residents, including persons of restricted mobility, and to provide increased employment opportunities within the Community.	**Consistent.** The Project would include ground floor commercial uses that would increase employment opportunities. Additionally, the Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40.
Objective 4: To improve the compatibility between commercial and residential uses.	**Consistent.** The Project would include both residential and commercial uses and would be located near numerous transit opportunities.
Policy 5: That neighborhood markets and retail and service establishments oriented to the residents be retained throughout the Community, within walking distance of residents.	**Consistent.** The Project would provide a mixed-use development with affordable residential units and ground floor commercial space. These uses would be within walking distance of existing residential and commercial uses as well as the Metro Soto Station Plaza.

[a] City of Los Angeles Department of City Planning, Boyle Heights Community Plan, adopted November 10, 1998.

Los Angeles General Plan Housing Element

The Housing Element of the General Plan is prepared and updated pursuant to State law and provides planning guidance in meeting the housing needs identified in SCAG's RHNA.[53] The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create sustainable, mixed-income neighborhoods. The 2013–2021 Housing Element, an update to the previous 2006–2014 Housing Element that is based on the updated 2012 RHNA, was adopted by the City Council on December 3, 2013. Policies of note include Policy 1.1.3, which states the City should "[f]acilitate new construction and preservation of a range of housing types that address the particular needs of the city's households." Also, Policy 1.1.4 states that the City should "[e]xpand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards." The Housing Element carries forward the goals of the Framework Element Housing chapter to encourage infill development and increase density in higher-intensity commercial and mixed-use districts, centers and boulevards, and in proximity to transit.

The Housing Element encourages new construction of a range of different housing types that address the needs of the City's households. Chapter 1, Housing Needs Assessment, identifies the City's share of the housing needs established in the RHNA. In particular, Table 1.29, City of Los Angeles Regional Housing Needs Assessment Allocation, indicates that the City's needs assessment allocation includes 82,002 housing units of which 35,412 units, or 43.2 percent, would be for above moderate-income households.

The remaining 56.8 percent of the needed housing units consist of 13,728 moderate-income units (16.8 percent), 12,435 low-income units (15.2 percent), 10,213 very-low-income units (12.5 percent), and 10,213 extremely-low-income units (12.5 percent).[54]

The Project would improve the Project Site with a new five-story, 64.5-foot high mixed-use affordable housing building consisting 63 affordable units and one market-rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage. Thus, the Project would support meeting the City's RHNA allocations by contributing to both the overall supply of housing as well as contributing to the availability of housing for low income households. The Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40.

Therefore, the Project would be substantially consistent with the Los Angeles General Plan Housing Element and impacts would be less than significant.

City of Los Angeles Mobility Plan 2035

Mobility Plan 2035 (Mobility Plan),[55] which was adopted in January 2016, is a comprehensive update of the Transportation Element, which in part includes the City's classification system for roadways. The Mobility Plan provides revised street standards in an effort to provide a more enhanced balance between

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[53] *City of Los Angeles 2013-2021 Housing Element, website: https://planning.lacity.org/HousingInitiatives/HousingElement/TOCHousingElement.htm, accessed: August 2019.*

[54] *Ibid.*

[55] *City of Los Angeles Mobility Plan 2035 An Element of the General Plan, website: https://planning.lacity.org/documents/policy/mobilityplnmemo.pdf, accessed: August 2019.*

traffic flow and other important street functions, including transit routes and stops, pedestrian environments, bicycle routes, building design, and site access. Various modes of travel are encouraged by the Mobility Plan, including walking, biking and using public transit. Key objectives within the Mobility Plan are as follows:

> **Policy 2.3:** Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.
>
> **Policy 3.1:** Recognize all modes of travel, including pedestrian, bicycle, transit and vehicular modes including goods movement as integral components of the City's transportation system.
>
> **Policy 3.3:** Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.
>
> **Policy 3.4:** Provide all residents, workers and visitors with affordable, efficient, convenient and attractive transit services.
>
> **Policy 3.8:** Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.
>
> **Policy 4.13:** Balance on-street and off-street parking supply with other transportation and land use objectives.
>
> **Policy 5.2:** Support ways to reduce vehicle miles traveled (VMT) per capita.
>
> **Policy 5.4:** Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The Project would support the Mobility Plan policies listed above as it promotes a balanced transportation system by locating a mixed-use, affordable housing project on an urban infill site located in an area that has an existing mix of commercial, residential, office, and educational uses. The Project Site is also located within a TPA and would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40. The Project encourages pedestrian and bicycle activity by locating new residents, employees and visitors in close proximity to public transit and services. Project residents, employees and visitors would have the option to walk, ride bicycles or use public transit to access jobs and services in the surrounding neighborhood and nearby centers such as Downtown Los Angeles.

The Project would include 66 bicycle parking spaces including 54 long term spaces and 12 short term spaces, adhering to the Code requirements for bicycle parking. As such, the Project would provide convenient, secure and well-maintained bicycle parking facilities that would encourage the use of bicycles by Project residents and visitors and a reduction in the use of vehicular travel. Because the Project would be consistent with these applicable policies of the Mobility Plan, impacts would be less than significant.

City of Los Angeles Zoning Code

The City of Los Angeles Zoning Code (Chapter 1 of the LAMC) regulates development through zoning designations and development standards. The Zoning Code establishes objective zoning and development standards, but was not adopted to avoid or mitigate environmental impacts. A brief discussion of the Project's consistency with the Zoning Code is provided below.

The LAMC establishes the zoning for the four parcels along 1st Street as C2-1-CUGU (Commercial Zone with a Clean Up Green Up (CUGU) overlay and the two southern parcels fronting Soto Street as RD-1.5-1-CUGU (Restricted Density Multiple Dwelling Zone, Height District 1 with a Clean Up Green Up (CUGU) overlay). The Project Applicant is requesting a JJJ complaint Vesting Zone Change per LAMC Section 12.32(Q) from C2-1-CUGU and RD1.5-1-CUGU to [T][Q]C2-1-CUGU.

The RD-1.5 zone allows for multi-family dwellings; however, the Project includes commercial development that is not a permitted use in the RD zone. The Project Site is in transit-rich and pedestrian accessible locations with connectivity to many areas in the City. The Project would encourage the use of mass transit, walking and bicycling since the Project would locate mixed-use residential and commercial development on a site that is located near numerous bus lines, a Metro Rail Station, and bike lanes, which is consistent with City and region-wide goals and strategies. As concluded throughout this SCEA analysis, the Project would not result in significant environment impacts; therefore, the commercial portion of the Project would not result in conflicts with surrounding land uses. Upon approval of the proposed zone change, the Project would be consistent with applicable zoning, and potential impacts would be less than significant.

Cumulative Impacts

Less Than Significant Impact. With respect to community division, it is unknown whether or not any of the related projects or other development in the Community Plan Area would divide an existing community. However, as the Project would have no impact with respect to community division and habitat conservation plans, it would not contribute to a cumulative impact.

Development of the related projects is expected to occur in accordance with adopted plans and regulations. It is also reasonably anticipated that most of the related projects would be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, it is reasonable to assume that the related projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, cumulative land use impacts would be less than significant.

12. MINERAL RESOURCES

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. Based on a review of the California Division of Oil, Gas and Geothermal Resources (DOGGR) Oil and Gas Well Finder, the Project Site is located within the Boyle Heights (ABD) Oil Field.[56] However, no oil wells are present on site.[57] Additionally, the Project Site is not within a surface mining district or Mineral Resource Zone (MRZ) identified as having potential significant mineral deposits (such as MRZ-2) which is classified as areas that contain identified mineral resources.[58] The Project would not affect ongoing extraction activities and there would be no impact on existing or future regionally important mineral extraction sites. The Project would not involve mineral extraction activities, nor are any such activities

[56] *California Department of Conservation, Division of Oil, Gas and Geothermal Resources, Well Finder, website: https://maps.conservation.ca.gov/doggr/wellfinder, accessed: August 2019.*

[57] *Ibid.*

[58] *City of Los Angeles Department of City Planning, Los Angeles City General Plan Conservation Element, Exhibit A, Mineral Resources, Adopted September 2001.*

presently occurring on the Project Site. Therefore, no impact would occur and no mitigation measures are required.

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

No Impact. As mentioned previously, there are no oil extraction operations and drilling or mining of mineral resources at the Project Site, nor is the Project Site within a surface mining district or MRZ-2 zone. Therefore, development of the Project would not result in the loss of availability of a mineral resource that would be of value to the residents of the State or a locally-important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan. Therefore, no impact would occur and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. It is unknown whether or not any of the related project sites contain mineral resources. However, as the Project would have no impact on mineral resources, it would not contribute to a cumulative impact. Therefore, there would be no cumulative impact on mineral resources and no mitigation measures are required.

13. NOISE

The following analysis utilizes information provided in the *Air Quality and Noise Analyses, Los Lirios Mixed-Use Project*, prepared by Pomeroy Environmental Services, April 2019 (Air Quality and Noise Report). The Air Quality and Noise Report is available as Appendix C.

a) Would the project result in the 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?

Less Than Significant Impact.

Construction Noise

Construction-related noise impacts would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment.

Construction of the Project would require the use of heavy equipment for grading foundation preparation, the installation of utilities, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site are presented in Table VI-13, Noise Range of Typical Construction Equipment, and Table VI-14, Estimated

Project Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance).

The noise levels shown in Table VI-14 represent composite noise levels associated with the construction activities that will be carried out by the Project, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction in a development such as the Project. As shown in Table VI-14, construction noise during the heavier initial periods of construction is presented as 86 dBA Leq when measured at a reference distance of 50 feet from the center of construction activity. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dBA Leq at 100 feet from the source to the receptor, and reduce by another 6 dBA Leq to 72 dBA Leq at 200 feet from the source to the receptor.

Table VI-13
Noise Range of Typical Construction Equipment

Construction Equipment	Noise Level in dBA L_{eq} at 50 Feet[a]
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Backhoe	73-95
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

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

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Table VI-14
Estimated Project Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

To identify the existing ambient noise levels in the general vicinity of the Project Site, noise measurements were taken with a 3M SoundPro SP DL-1 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1.[59] The measured noise levels are shown in Table VI-15, Existing Ambient Daytime Noise Levels. See Appendix C for locations of sensitive receptors. The nearest noise sensitive receptors to the Project Site are:

- adjacent residences to the south;
- residences to the west (20 feet);
- residences to the east (85 feet);
- historic use to the east (87 feet);
- residences to the north (150 feet);
- church use to the east (300 feet);
- church use to the southwest (330 feet);
- library to the west (445 feet);and
- school use to the southwest (480 feet).

[59] *This noise meter meets the requirement specified in LAMC Section 111.01(l) that the instruments be "Type S2A" standard instruments or better. This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above grade.*

Table VI-15
Existing Ambient Daytime Noise Levels

No.	Location	Primary Noise Sources	Noise Levels[a]		
			L_{eq}	L_{max}	L_{min}
1	East frontage of the Project Site along S. Soto Street, near residential receptors.	Traffic, pedestrian, and residential activity along S. Soto Street.	68.8	81.4	53.7
2	North of the Project Site along E. 1st Street.	Traffic and pedestrian activity along E 1st Street.	66.7	75.8	57.2
2	Southwest from the Project Site along S. Breed Street, near church and school sensitive receptors.	Traffic, pedestrian, residential, and school activity along Breed Street.	61.0	79.1	49.2
See Appendix C for noise data sheets.					

Due to the use of construction equipment during the construction phase, the Project would expose surrounding off-site receptors to increased ambient exterior noise levels comparable to those previously listed above in Table VI-14. Specifically, based on the data provided in Table VI-14, construction noise levels at the residences within 50 feet could reach 86 dBA compared to the existing measured noise levels of 68.8, 66.7, dBA and 61.0 dBA for the area. It should be noted, however, that any increase in noise levels at off-site receptors during construction of the Project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., foundation work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed building) as the physical structure of the proposed structure would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors.

Similar to other development projects in the City, the Project would comply with the City's existing noise regulations to ensure noise impacts would be less than significant. LAMC Section 41.40 regulates noise from construction activities. Exterior construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday.[60] The construction activities associated with the Project would comply with these LAMC requirements. In addition, pursuant to LAMC Section 112.05, compliance with construction noise standards is achieved if all technically feasible noise reduction measures are implemented. According to the LAMC, technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment.[61] Although the estimated construction-related noise levels associated with the Project could periodically exceed the numerical noise threshold of 75 dBA at 50 feet from the noise source as outlined in LAMC Section 112.05, the Project would implement all technically feasible reduction measures in compliance with the standards set forth in LAMC Section 112.05 (see RCM NOI-1 through RCM NOI-7 below).

[60] *Los Angeles Municipal Code, Section 41.40.*

[61] *Los Angeles Municipal Code, Section 112.05.*

Specifically, the use of barriers such as plywood structures, flexible sound control curtains, or intervening construction trailers, could reduce line-of-sight noise levels by approximately 10 dbA.[62] And, with the incorporation of the LAMC-required noise reduction techniques, construction noise levels could be reduced by up to approximately 20 dBA.[63] As previously stated, construction noise levels could reach up to approximately 86 dBA Leq. However, with the reduction of approximately 20 dBA per code-required noise reduction techniques (see RCM NOI-1 through RCM NOI-7), the resulting construction noise levels would be reduced to approximately 66 dBA Leq. These noise levels would not exceed the noise threshold of 75 dBA at 50 feet from the noise source as outlined in LAMC Section 112.05. With the code-required reduced construction noise of 66 dBA, the construction noise levels would be substantially similar (and potentially less than), the existing ambient noise in the heavily urbanized location.

Thus, based on the provisions set forth in LAMC 112.05, implementation of the following regulatory compliance measures would ensure the Project be consistent with, and not violate the provisions of, the LAMC. Thus, the Project would comply with the City's existing noise regulations to ensure construction noise impacts would be less than significant. The regulatory compliance measures per LAMC 41.40 and 112.05 would include the following regulatory compliance measures.

Regulatory Compliance Measures

RCM NOI-1 The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 (see LAMC Section 112.05), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels.

RCM NOI-2 Construction shall be restricted to the hours of 7:00 AM to 9:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.

RCM NOI-3 Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

RCM NOI-4 Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

RCM NOI-5 Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening

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[62] *Based on a review of Table 4 of the FHWA Noise Barrier Design Handbook (July 14, 2011), the design feasibility of a sound barrier that reduces noise by 5 dBA is considered "simple" and a reduction of up to 10 dBA as "attainable." And, reductions of 15 and 20 dBA are considered "very difficult" and "nearly impossible," respectively.*

[63] *Estimate based on information from the United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971. Per Table V, Noise Control For Construction Equipment therein, use of improved mufflers/silencers would achieve approximately 10 dBA reduction and enclosures/barriers blocking line-of-sight would achieve approximately 10 dBA reduction. While the additional measures would reduce noise, it should be noted that all reductions would not be wholly additive, but would be incremental, and therefore have conservatively not been quantified in the estimated reduction.*

construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

RCM NOI-6 Barriers such as, but not limited to, plywood structures or flexible sound control curtains shall be erected around the perimeter of the construction site, and around stationary equipment as feasible (i.e., generators, air compressors, etc.), to minimize the amount of noise during construction on the nearby noise-sensitive uses. Perimeter barriers shall be at least 8 feet in height and constructed of materials achieving a Transmission Loss (TL) value of at least 20 dBA, such as ½ inch plywood.[64]

RCM NOI-7 The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (see LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

Operational Noise

A significant impact may occur if the Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Project. A project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of affected uses that are shown in Table VI-16, Community Noise Exposure (CNEL), to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase.

As such, a significant impact would occur if noise levels associated with operation of the Project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a Leq standard of 5 dBA over ambient conditions as constituting a LAMC violation.

[64] *Based on the FHWA Noise Barrier Design Handbook (July 14, 2011), see Table 3, Approximate sound transmission loss values for common materials.*

Table VI-16
Community Noise Exposure

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[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.

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

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

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

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

Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. As discussed above, the traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur. According to the L.A. CEQA Thresholds Guide, if a project would result in traffic that is less than double the existing traffic, then the project's mobile noise impacts are assumed to be less than significant. As detailed in the Transportation Study, the Project is estimated to add 496 daily trips, including 48 morning peak hour trips and 41 afternoon peak hour trips to a highly developed area of the City that is already impacted by heavy traffic noise. Moreover, the highest Project-related trip increase would occur at intersection number 3 (S. Soto Street and E. 1st Street) during the AM peak hour with 36 peak hour trips. When compared to the existing 2,837 vehicle trips occurring at

intersection number 3 during the AM peak hour, it is clear that the Project would not double the traffic volumes on any roadway segment in the vicinity of the Project Site. As such, the Project would not increase roadway noise levels by 3 dBA and, thus, traffic noise impacts would be less than significant.

Stationary Noise Sources

New stationary sources of noise, such as mechanical HVAC equipment would be installed. The design of this equipment would comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, because the noise levels generated by the HVAC equipment serving the Project would not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. This impact would be less than significant.

Parking Noise

Noise would be generated by activities within the proposed subterranean parking garage. Sources of noise would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking area would fluctuate with the amount of automobile and human activity. It is anticipated that parking related noise would be less than the existing street parking noise as the Project proposes enclosed parking which would reduce noise impacts to off-site uses. In addition, parking-related noise generated by motor driven vehicles within and around the Project Site is regulated under the LAMC. Specifically, with regard to motor-driven vehicles, LAMC Section 114.02 prohibits the operation of any motor-driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels. As such, noise impacts associated with the Project's parking area would be less than significant.

In addition, on-site residences would not be adversely impacted by elevated ambient urban noise levels because the Project would be constructed to meet and exceed Title 24 insulation standards of the California Code of Regulations for residential buildings, which serves to provide an acceptable interior noise environment for sensitive uses. Specifically, as required by Title 24, the Project would be designed and constructed to ensure interior noise levels would be at or below a CNEL of 45 dBA in any habitable room of the project. Given the existing measured noise levels are 68.8, 66.7, dBA and 61.0 dBA for the vicinity, and the approximate 30 dBA exterior-to-interior noise reduction for new residential construction,[65] it is clear that standard construction methods and materials would achieve interior noise levels at or below 45 dBA. As such, impacts associated with interior noise levels at the proposed residences would be less than significant.

b) Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. A significant impact may occur if a project were to generate excessive vibration during construction or operation. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or

[65] *Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings requires substantial building insulation and windows which reduces exterior to interior noise transmission.*

the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

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

Construction Vibration

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

In terms of construction-related impacts on buildings, the City of Los Angeles has not adopted policies or guidelines relative to groundborne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, as both the City of Los Angeles and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the Federal Transit Administration (FTA) and California Department of Transportation's (Caltrans) adopted vibration standards for buildings which are used to evaluate potential impacts related to construction. Based on the FTA and Caltrans criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:[66]

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced-concrete, steel, or timber;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings; or

[66] *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006; and California Department of Transportation, Transportation- and Construction –Induced Vibration Guidance Manual, June 2004.*

- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

In addition, the City of Los Angeles has not adopted any thresholds associated with human annoyance for groundborne vibration impacts. Therefore, this analysis uses the FTA's vibration impact thresholds for human annoyance. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses. Table VI-17, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction.

Table VI-17
Vibration Source Levels for Construction Equipment

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

Note: in/sec = inches per second
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

With respect to construction vibration impacts upon existing off-site structures, a historic Victorian house (i.e., Peabody Werden Duplex) (Receptor 4) is located 87 feet across from the Project Site along S. Soto Street. According to the FTA, ground vibration from construction activities do not often reach the levels that can damage structures.[67] Per the FTA, there are four general building categories: I. Reinforced-concrete, steel or timber (no plaster), II. Engineered concrete and masonry (no plaster), III. Non-engineered timber and masonry buildings, and IV. Buildings extremely susceptible to vibration damage. This analysis conservatively considers Receptor 4 a Category IV building (buildings extremely susceptible to vibration damage). The FTA identifies a 0.12 PPV (in/sec) construction vibration criteria for Category IV. Based on the reference data provided in Table VI-17, worst-case construction vibration levels would be less than 0.015 PPV (in/sec) for receptors located farther than 70 feet from the source. As Receptor 4 is located approximately 87 feet from the Project Site, the construction vibration would not have the potential to exceed the FTA's 0.12 PPV (in/sec) standard for Category IV buildings.

In addition, there are residential uses immediately adjacent to the Project Site. Conservatively, this analysis assumes the adjacent uses best fit under Category III, Non-engineered timber and masonry building. The FTA identifies a 0.20 PPV (in/sec) construction vibration criteria for Category III. Based on the reference data provided in Table VI-17, worst-case construction vibration levels at adjacent locations could have the potential to exceed the FTA's 0.20 PPV (inches per second) construction vibration criteria for Category III. (Non-engineered timber and masonry building). The Project would comply with the City's

[67] *FTA, Transit Noise and Vibration Impact Assessment, Final Report, 2006, see page 12-10.*

existing construction vibration regulations. The Project would implement RCM NOI-8 , which would ensure all construction work would be performed in accordance with Section 91.3307.1 (Protection Required) of the LAMC. Specifically, Section 91.3307.1 (Protection Required) states adjoining public and private property shall be protected from damage during construction, remodeling and demolition work.[68] Protection must be provided for footings, foundations, party (i.e., shared) walls, chimneys, skylights, and roofs. Provisions shall be made to control water runoff and erosion during construction activities. For excavations, adjacent property shall be protected as set forth in Section 832 of the Civil Code of California. Prior to the issuance of any permit, which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the site shall provide the Department of Building and Safety with evidence that the adjacent property owner or owners have been given a 30-day written notice of the intent to excavate. This notice shall state the depth to which the excavation is intended to be made and when the excavation will commence. This notice shall be by certified mail, return receipt requested. The Project would implement RCM NOI-8 (incorporating a structure monitoring program), ensuring the Project would comply with all regulatory requirements (i.e., Section 91.3307.1 of the LAMC and Section 832 of the Civil Code of California).

Regulatory Compliance Measure

RCM NOI-8 All construction work shall be performed in accordance with Section 91.3307.1 (Protection Required) of the LAMC and Section 832 of the Civil Code of California. Compliance with these standards will ensure all adjacent property shall be protected from damage during construction. The Project Applicant shall complete a structural monitoring program for the adjacent uses during construction including the following steps and procedures:

- Prior to start of construction, the Applicant shall retain the services of a structural engineer to visit the adjacent uses to inspect and document the apparent physical condition of the buildings, including but not limited to the building structure, interior walls, and ceiling finishes. In addition, the structural engineer shall establish baseline structural conditions of the buildings and prepare a shoring design.
- The Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the building during construction. The vibration monitoring system shall measure and continuously store the peak particle velocity (PPV) in inch/second. Vibration data shall be stored on a one-second interval. The system shall also be programmed for two preset velocity levels: a warning level of 0.17 inch/second (PPV), and a regulatory level of 0.20 inch/second (PPV). The system shall also provide real-time alert when the vibration levels exceed the two preset levels.
- In the event the warning levels above are triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques.
- In the event the regulatory levels above are triggered, the contractor shall halt the construction activities in the vicinity of the building and visually inspect the building for any damage. Results of

[68] *Los Angeles Municipal Code, Section 91.3307.1.*

the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.

In the event damage occurs to an adjacent use due to construction vibration, such materials shall be repaired and restored to previous condition as feasible.

With respect to human annoyance resulting from vibration generated during construction, the sensitive receptors located in the vicinity of the Project Site could be exposed to increased vibration levels. Based on the data provided in Table VI-17, the adjacent residences could experience vibration levels of 87 VdB. As such, the 80 VdB residential annoyance threshold could be exceeded at these off-site locations during worst-case construction activity. However, it should be noted that vibration levels experienced in the Project vicinity would be temporary and intermittent, and would be reduced when the construction activities are located toward the center of the Project Site. As stated previously, the Project would comply with the City's existing construction LAMC regulations, which would protect adjacent uses from damage. Furthermore, consistent with the requirements of LAMC Section 112.05, construction activities would be compliant with the LAMC standards if all technically feasible noise reduction measures are implemented. The construction noise regulatory compliance measures RCM NOI-1 through RCM NOI-7 would also serve to reduce construction vibration levels to the maximum extent feasible. As such, human annoyance impacts with respect to construction vibration would be less than significant.

Operational Vibration

The Project involves the construction and operation of residential and commercial uses and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large manufacturing and industrial projects. Groundborne vibrations at the Project Site and immediate vicinity currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, and the proposed land uses at the Project Site would not result in a substantive increase of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different than those presently occurring on-site and in the vicinity of the Project Site. As such, vibration impacts associated with operation of the Project would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project Site is not located in the vicinity of a private airstrip. The Hawthorne Municipal Airport is the closest airport to the Project Site, located approximately 10.2 miles to the south. In addition, the Project Site is not located within an airport land use plan. As such, the Project would not expose people to excessive aircraft noise levels. Therefore, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Development of the Project in combination with the related projects would result in an increase in construction noise, traffic noise, as well as on-site stationary noise sources in an already urbanized area of the City. With respect to construction impacts, it is unknown whether or not any of the related projects would have overlapping construction schedules with the Project. Operation is anticipated to commence in 2021. As such, albeit speculative, even conservatively assuming overlapping construction schedules, a potential cumulative noise impact would not occur due to the distance of the

Project Site with other related projects which have not yet been constructed as construction noise from the Project and each related project (that has not yet been built) would be localized. Similar to the Project, the related projects would be required to comply with the City's Noise Ordinance as well as mitigation measures that may be prescribed pursuant to CEQA that require significant impacts to be reduced to the extent feasible. As such, it is anticipated that the cumulative construction noise impact would be less than significant.

With respect to cumulative traffic noise impacts, it should be noted that the Project's traffic noise impacts are based on the predicted traffic volumes presented in the Transportation Study. Based on the Project's estimated trip generation, the Project would not double the traffic volumes on any roadway segment or study intersection in the Project Site vicinity. It is unknown whether or not any of the related projects would double the traffic volumes on any roadway segment or study intersection. If there were a noise impact, the Project would not make a cumulatively considerable contribution to the impact for the reasons described above.

The Project and related projects would be compliant with LAMC Section 112.02 which limits stationary-source noise from items such as roof-top mechanical equipment. As such, operational noise levels would be less than significant at the property line for each related project. For this reason, on-site operational noise produced by any related project would not result in a substantial or noticeable additive increase to Project-related on-site operational noise levels. As such, it is anticipated that the cumulative operational noise impact would be less than significant.

With respect to groundborne vibration impacts during construction, it is unknown whether or not any of the related projects would have overlapping construction schedules with the Project. Similar to the Project, the related projects would be required to comply with the City's Noise Ordinance as well as mitigation measures that may be prescribed pursuant to CEQA that require significant impacts to be reduced to the extent feasible. As such, it is anticipated that the cumulative construction vibration impact would be less than significant.

As discussed above, the groundborne vibration associated with the Project's operation would not generate excessive groundborne vibration levels. It is reasonably assumed that the related projects would not include operational uses that result in excessive groundborne vibration levels which may cause a cumulative impact. As such, it is anticipated that the cumulative operational vibration impact would be less than significant.

14. POPULATION AND HOUSING

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. As part of its comprehensive planning process for the Southern California region, SCAG, the MPO for Southern California with exception to San Diego County, has divided its jurisdiction into 14 subregions. The Project Site is located within the City of Los Angeles subregion, which includes all areas within the boundaries of the City of Los Angeles, the City of San Fernando, and a portion of unincorporated Los Angeles County. However, the numbers discussed herein pertain only to the City of Los Angeles. Based on the regional growth projections in the 2016–2040 RTP/SCS, the City of Los Angeles had an estimated permanent population of approximately 3,845,500 residents, 1,325,500 total housing units, and 1,696,400 employees. Moreover, SCAG estimates the population of the City will

increase to 4,609,400 residents, 1,690,300 housing units, and 2,169,100 employees by 2040, a 19.9 percent, 27.5 percent, and 28.9 percent increase from the 2012 estimates, respectively.

The Project's construction activities would create temporary construction-related jobs. In particular, most construction projects of this size and nature are completed in a timely manner and require specialized workers at various time frames, as needed, from the readily available local labor pool in the region. As a result, Project-related construction workers are not likely to relocate to the area as a consequence of working on the Project.

Based on 2019 estimates for the Boyle Heights Community Plan Area, the average household size is approximately 3.88 residents.[69] The Project would include 64 residential units, which could generate approximately 249 residents (64 x 3.88). It should be noted that this estimate is highly conservative given that approximately 49 percent of the Project's dwelling units would be studio and one-bedroom units. The addition of 249 residents represents approximately 0.005 percent of the estimated population in the City by 2040. The addition of 64 residential units represents approximately 0.004 percent of the estimated housing supply in the City by 2040. Additionally, the ground floor commercial uses of the Project could result in approximately 6-12 employees on-site.[70] Accounting for a conservative total of 12 employees, this would account for less than 0.001 percent of the total employment estimate for 2040.

The Project would not require the extension of roadways or other infrastructure (e.g., water facilities, sewer facilities, electricity transmission lines, natural gas lines, etc.) into undeveloped areas. As a result, the development of the Project would not indirectly induce population growth. Because the Project is consistent with General Plan and the Boyle Heights Community Plan, it would not introduce unplanned infrastructure not previously evaluated or anticipated in those plans. Therefore, impacts would be less than significant and no mitigation measures are required.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project Site does not currently contain any existing structures, including residential uses. Therefore, development of the Project would not require construction of replacement housing. No impact would occur and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. Housing and population projections contained in the SCAG forecasts are based upon land uses designated in the General Plan. The related projects and other potential development projects that may occur throughout the City of Los Angeles subregion are expected to be largely consistent with their respective General Plan land use designations. Furthermore, SCAG periodically updates its projections for the various subregions that comprise the SCAG region, which allows these projections to be revised to reflect land use and planning changes that have occurred since previous updates. Accordingly, the effects of cumulative growth associated with the Project and other development within the City of Los Angeles subregion will be accommodated in SCAG forecasts over time

[69] *Los Angeles Department of City Planning, Boyle Heights, Community Plan Area – Demographic Profile, https://planning.lacity.org/complan/CPA_DemographicProfile/2014_BOYLE_HTS.pdf, accessed: August 2019.*

[70] *Los Angeles Unified School District, 2016 Developer Fee Justification Study, March 2017. (Based on a generation rate 0.00271 employees per square feet of neighborhood shopping center).*

and cumulative impacts with respect to housing and population growth would be less than significant and no mitigation measures are required.

15. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less Than Significant Impact. The Project would be served primarily by Fire Station No. 2, located at 1962 E. Cesar Chavez Avenue, approximately 0.5 mile north from the Project Site.[71] Fire Station No. 2 includes an assessment light force, engine, and paramedic rescue ambulance.[72] Fire Station No. 4, located at 450 E. Temple Street, approximately 1.7 miles west from the Project Site, would also serve the Project. Fire Station No. 4 includes an assessment engine, paramedic rescue ambulance, EMS battalion captain, and BLS rescue ambulance.[73] Furthermore, based on response metrics from January to July 2019, Fire Station No. 2 had an average response time 5 minutes and 9 seconds for non-EMS calls of, and 5 minutes and 9 seconds for EMS calls. Thus, the existing fire response distance from Fire Station No. 2 to the Project Site and average response time to the Project Site would be adequate.[74] Thus, the existing fire response distance from Fire Station No. 2 to the Project Site and average response time to the Project Site would be adequate.

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.507.3.1, City-established fire flow requirements vary from 2,000 gpm in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing. The adequacy of existing water pressure and availability in the Project area with respect to required fire flow would be confirmed by LAFD during the plan check review process. As part of the normal building permit process, the Project would be required to upgrade water service laterals, meters, and related devices, as applicable, in order to provide required fire flow; however, no new water facilities are anticipated. Moreover, such improvements would be conducted as part of the Project either on-site or off-site within the right-of-way, and as such, the construction activities would be temporary and not result in any significant environmental impacts.

Pursuant to LAMC Section 57.507.3.2, every first story dwelling unit and all first story portions of any commercial building must be within 300 feet of an approved fire hydrant. The nearest fire hydrant to the

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[71] *City of Los Angeles Department of City Planning, Fire and Police Stations Map, May 2015, website: http://planning.lacity.org/mapgallery/Image/Citywide/LAPD_LAFD.pdf, accessed: August 2019.*

[72] *City of Los Angeles Fire Department, Fire Station Directory, March 2014.*

[73] *Ibid.*

[74] *City of Los Angeles Fire Department, Fire Stat LA, website: http://www.lafd.org/fsla/stations-map, accessed August 2019.*

Project Site is located within the Metro Soto Station Plaza, which is adjacent to the Project Site.[75] Even so, additional fire hydrants may be required, depending on the building design and LAFD requirements, as determined by LAFD. Such improvements would be conducted as part of the Project either on-site or off-site within the right-of-way under the City's B-Permit process. Construction activities to install any new pipes or pumping infrastructure would be temporary and in short duration and would not result in any significant environmental impacts.

Emergency vehicle access to the Project Site would continue to be provided from local roadways (i.e., E. 1st Street and S. Soto Street). All improvements proposed would be in compliance with the Fire Code, including any additional access requirements of LAFD. Additionally, emergency access to the Project Site would be maintained at all times during both Project construction and operation.

Therefore, for the reasons stated above, impacts related to adequate proximity to a fire station, fire flow, fire hydrants, and emergency access would be less than significant.

b) Police protection?

Less Than Significant Impact. The Project Site is served by the City of Los Angeles Police Department's (LAPD) Hollenbeck Community Police Station, which is located at 2111 E. 1st Street, approximately 0.3 mile west from the Project Site.[76] The Hollenbeck Community Police Station is under the jurisdiction of LAPD's Central Bureau, and it's boundaries include approximately 200,000 people and covers 15.2 square miles.[77] The Project Site is located in Reporting District 454.[78]

Response time represents the period of time elapsed from the initiation of an assistance call to the appearance of a police unit at the scene. Calls for police assistance are prioritized based on the nature of the call. Unlike fire protection services, police units are most often in a mobile state; hence, actual distance between a headquarters facility and a given Project Site is of little relevance. Instead, the number of police officers out on the street is more directly related to the realized response time.

Construction

Construction sites, if not properly managed, have the potential to attract criminal activity (such as trespassing, theft, and vandalism) and can become a distraction for local law enforcement from more pressing matters that require their attention. However, as required by the City as a regulatory compliance measure, the Project would employ construction safety features including erecting temporary fencing along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to deter trespassing, vandalism, short-cut attractions, potential criminal activity, and other nuisances. Therefore, potential impacts to police protection services during the construction of the Project would be less than significant.

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[75] *City of Los Angeles, Los Angeles GeoHub, Fire Hydrants (DWP), website: http://geohub.lacity.org/datasets/39e5c79ddd8a4eada40340f6ceb08fae_0, accessed: August 2019.*

[76] *City of Los Angeles Department of City Planning, Fire and Police Stations Map, May 2015, website: http://planning.lacity.org/mapgallery/Image/Citywide/LAPD_LAFD.pdf, accessed: August 2019.*

[77] *City of Los Angeles Police Department, Central Bureau, Hollenbeck Community Police Station, About Hollenbeck, website: http://www.lapdonline.org/hollenbeck_community_police_station/content_basic_view/1649, accessed: August 2019.*

[78] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: August 2019.*

Operation

As discussed in Section VI.14 previously, the Project could result in an on-site population of approximately 249 persons and 12 employees, thereby generating a potential increase in the number of service calls from the Project Site. As discussed in Section VI.14, *Population and Housing*, these population increase totals are conservative. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to increase as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. The Project would include adequate and strategically positioned lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited, and, where possible, security controlled to limit public access. The building and layout design of the Project would also include nighttime security lighting and secure parking facilities. Additionally, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project's residents would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures would decrease the amount of service calls that LAPD would otherwise receive. In light of these features, it is anticipated that any increase in demands upon police protection services would be relatively low, and not necessitate the construction of a new police station, the construction of which may cause significant environmental impacts. Therefore, potential impacts to police protection services during the operation of the Project would be less than significant.

c) Schools?

Less Than Significant Impact. The Project is in an area that is currently served by the Los Angeles Unified School District (LAUSD) schools. The Project would improve the Project Site with a new five-story, 64.5-foot high mixed-use affordable housing building consisting 63 affordable units and one market-rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage. As such, the Project would increase the number of students in the area. As shown in Table VI-18, Student Generation, the Project would generate approximately 26 students. However, to reduce any potential population growth impacts on public schools, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of facilities (pursuant to California Education Code Section 17620(a)(1)). The Developer Fee Justification Study for LAUSD was prepared to support the school district's levy of the fees authorized by Section 17620 of the California Education Code.[79] The Project would be required to pay the appropriate fees, based on the square footage, to LAUSD.

Table VI-18
Student Generation

Land Use	Size	Students per Household[a]	Total Students
Residential Units	64 du	0.4	26
Students Generated			**26**

Notes: du = dwelling units

[a] Los Angeles Unified School District, 2016 Developer Fee Justification Study, March 2017

[79] *Los Angeles Unified School District, 2016 Developer Fee Justification Study, March 2017.*

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to address a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits, and subdivisions. SB 50 is deemed to fully address school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local law. Therefore, as payment of appropriate school fees to LAUSD is required by law and considered to fully address impacts, impacts would be less than significant.

d) Parks?

Less Than Significant Impact. The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipal recreation and park facilities within the City. Table VI-19, Parks and Recreation Facilities Serving the Project Area, identifies the facilities serving the Project Site.[80]

Table VI-19
Parks and Recreation Facilities Serving the Project Area

Park/Recreation Facility Name	Location	Approximate Distance to the Project Site (miles)	Service Radius (miles)
Community Parks			
Pecan Recreation Center	145 S. Pecan Street	0.72	1.0
Pecan Pool	120 S. Glass Street	0.75	
Hollenbeck Recreation Area	415 S. St. Louis Street	0.36	
Ross Valencia Community Park	1st and Chicago Street	0.14	
Prospect Park	Echandia Street & Judson Street	0.83	
State Street Recreation Center	716 N. State Street	0.67	
Roosevelt Pool	456 S. Mathews Street	0.42	
Wabash Recreation Center	2765 Wabash Avenue	0.86	
Evergreen Recreation Center	2844 E. 2nd Street	0.44	
Boyle Heights Sports Center	933 S. Mott Street	0.81	

Source: City of Los Angeles Department of Recreation and Parks, Map Locater, website: http://www.laparks.org, accessed: August 2019.

As discussed in Section VI.14 previously, the Project could result in an on-site population of approximately 249 persons. The Project is located in an area of the City that is below the City's standard for neighborhood and community park acreage. The City's standard ratio of neighborhood and community parks to population is 4 acres per 1,000 people as set forth in the Public Recreation Plan. As of 2010 the Boyle Heights Community Plan Area serves less than 1 acre of open space per 1,000 residents.[81] The facilities in this area with active recreational features are very heavily used. While LADRP is currently in the process of implementing the 50 Parks Initiative, these are small pocket parks typically less than half an acre, often

[80] *City of Los Angeles Department of Recreation and Parks, Map Locater, website: http://www.laparks.org, accessed: August 2019.*

[81] *City of Los Angeles Department of City Planning, Map 62 Park Level of Service (Acres per 1,000 Residents in 2010), website: http://planning.lacity.org/cwd/framwk/healthwellness/Maps/62.pdf, accessed: August 2019.*

only one-tenth of an acre, and have a service radius of one-half mile. None of these planned parks will be sited within a half-mile of the Project Site.[82]

Consistent with the LADRP's recommended strategy to help alleviate the burden on existing park and recreational facilities, the Project would provide open space to the proposed residences. Specifically, the Project proposes 8,171 square feet of open space including: a central courtyard, community terrace, roof terrace, community room, exercise room, and private balconies. These recreational amenities would help relieve stress on the City's existing park system. Even so, the Project would result in an increase in the use of parks and recreational facilities that may not have the capacity to serve residents. However, this impact would be reduced through the required payment of the Dwelling Unit Construction Tax to the City for the construction of apartment units. Monies collected as part of the Dwelling Unit Construction Tax is placed in a "Park and Recreational Sites and Facilities Fund" and used exclusively for the acquisition and development of park and recreational sites and facilities as set forth in LAMC Section 21.10.3(d). Additionally, the Project would be required to pay Park Fees to the LADRP per LAMC Section 19.17. Therefore, impacts would be less than significant.

e) Other public facilities?

Less Than Significant Impact. Los Angeles Public Library (LAPL) provides library services to the City. Table VI-20, Libraries Serving the Project Site, lists the libraries identified by LAPL as available to serve the Project: 119 South Soto Street, Los Angeles, CA, USA

Table VI-20
Libraries Serving the Project Area

Library Name	Location	Approximate Distance to the Project Site (miles)	Service Radius (miles)
Benjamin Franklin Branch Library	2200 E. 1st Street	0.1	3.0
Malabar Branch Library	2801 Wabash Avenue	0.9	
Little Tokyo Branch Library	203 S. Los Angeles Street	1.9	
Chinatown Branch Library	639 N. Hill Street	2.1	
Robert Louis Stevenson Branch Library	803 Spence Street	1.3	
Lincoln Height Branch Library	2530 Workman Street	2.3	
Central Library	630 W. 5th Street	2.6	

Source: Los Angeles Public Library, Locations and Hours, website: http://www.lapl.org/branches, accessed: August 2019.

On March 8, 2011, City voters approved ballot Measure L, which amends the City Charter to incrementally increase the amount the City is required to dedicate annually from its General Fund to LAPL to an amount equal to 0.03 percent of the assessed value of all property in the City, and incrementally increase LAPL's responsibility for its direct and indirect costs until it pays for all of its direct and indirect costs. The measure was intended to provide neighborhood public libraries with additional funding to help restore library service hours, purchase books, and support library programs, subject to audits, using existing funds with

[82] *Los Angeles Department of Recreation and Parks, 50 Parks Initiative, Status of 50 Parks Projects Map, website: http://www.laparks.org/50parks/map, accessed: August 2019.*

no new taxes. Beginning in fiscal year 2014-2015 and thereafter, LAPL was to be responsible for payment of all of its direct and indirect costs.[83]

Library funding is now mandated under the City Charter to be funded from property taxes including those assessed against the Project, which would increase with the new development and be utilized for additional staff, books, computers, and other library materials. Therefore, impacts to library facilities would be less than significant and no mitigation measures are required.

Cumulative Impacts

Fire

Less Than Significant Impact. Development of the Project in combination with the related projects would cumulatively increase the demand for fire protection services. Over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded fire station would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and cumulative growth would contribute. Moreover, all of the cumulative development would be reviewed by LAFD in order to ensure adequate fire flow capabilities and adequate emergency access. Compliance with LAFD, City Building Code, and Fire Code requirements related to fire safety, access, and fire flow would ensure that cumulative impacts to fire protection would be less than significant and no mitigation measures are required.

Police

Less Than Significant Impact. It is anticipated that the Project in combination with the related projects would increase the demand for police protection services. This cumulative increase in demand for police protection services would increase demand for additional LAPD staffing, equipment, and facilities over time. Similar to the Project, other projects served by LAPD would implement safety and security features according to LAPD recommendations. LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded police station would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and cumulative growth would contribute. Therefore, the cumulative impact on police protection services would be less than significant and no mitigation measures are required.

Schools

Less Than Significant Impact. As discussed above, payment of developer impact fees in accordance with SB 50 would ensure that the impacts of the Project on school facilities would be less than significant.

[83] *Los Angeles Office of the City Clerk, Interdepartmental Correspondence and Attachments Regarding Measure L, website: http://clkrep.lacity.org/onlinedocs/2011/11-1100-S2_rpt_cao_11-16-10.pdf, accessed: August 2019.*

Similar to the Project, the related projects would be required to pay school fees to the appropriate school district wherein their site is located. The payment of school fees would fully mitigate any potential impacts to school facilities. Therefore, cumulative impacts would be less than significant and no mitigation measures are required.

Parks

Less Than Significant Impact. As discussed above, the Project would result in a less than significant impact on parks and recreational facilities. Similar to the Project, the related projects in the area would be required to pay a Dwelling Unit Construction Tax or other similar purpose fees, as appropriate to the projects' location and proposed uses. The payment of fees would fully mitigate any potential impacts to park and recreational facilities. Therefore, the cumulative impact would be less than significant and no mitigation measures are required.

Library

Less Than Significant Impact. As discussed above, library funding is now mandated under the City Charter to be funded from property taxes including those assessed against the Project, which would increase with the new development and be utilized for additional staff, books, computers, and other library materials. Similar to the Project, the related projects in the area would be required to pay the required City fees. Therefore, the cumulative impact would be less than significant and no mitigation measures are required.

16. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. As discussed in Section VI.15 above, the Project could result in an on-site population of approximately 249 persons. The Project is located in an area of the City that is below the City's standard for neighborhood and community park acreage. The City's standard ratio of neighborhood and community parks to population is 4 acres per 1,000 people as set forth in the Public Recreation Plan. As of 2010 the Boyle Heights Community Plan Area serves less than 1 acre of open space per 1,000 residents.[84] The facilities in this area with active recreational features are very heavily used. While LADRP is currently in the process of implementing the 50 Parks Initiative, these are small pocket parks typically less than half an acre, often only one-tenth of an acre, and have a service radius of one-half mile. None of these planned parks will be sited within a half-mile of the Project Site.[85]

Consistent with the LADRP's recommended strategy to help alleviate the burden on existing park and recreational facilities, the Project would provide open space to the proposed residences. Specifically, the Project proposes 8,171 square feet of open space including: a central courtyard, community terrace, roof terrace, community room, exercise room, and private balconies. These recreational amenities would help relieve stress on the City's existing park system. Even so, the Project would result in an increase in the use of parks and recreational facilities that may not have the capacity to serve residents. However, this impact

[84] *City of Los Angeles Department of City Planning, Map 62 Park Level of Service (Acres per 1,000 Residents in 2010), website: http://planning.lacity.org/cwd/framwk/healthwellness/Maps/62.pdf, accessed: August 2019.*

[85] *Los Angeles Department of Recreation and Parks, 50 Parks Initiative, Status of 50 Parks Projects Map, website: http://www.laparks.org/50parks/map, accessed: August 2019.*

would be reduced through the required payment of the Dwelling Unit Construction Tax to the City for the construction of apartment units. Monies collected as part of the Dwelling Unit Construction Tax is placed in a "Park and Recreational Sites and Facilities Fund" and used exclusively for the acquisition and development of park and recreational sites and facilities as set forth in LAMC Section 21.10.3(d). Additionally, the Project would be required to pay Park Fees to the LADRP per LAMC Section 19.17. Therefore, impacts would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact. The Project would provide 8,171 square feet of open space including: a central courtyard, community terrace, roof terrace, community room, exercise room, and private balconies. These recreational amenities would be internal to the Project and would help relieve stress on the City's existing park and recreational system. The Project does not include, nor would it necessitate, a park or public recreational facility component, the construction of which could have an adverse environmental impact. Therefore, impacts would be less than significant and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. As discussed above, the Project would result in a less than significant impact on parks and recreational facilities. Similar to the Project, the related projects in the area would be required to pay a Dwelling Unit Construction Tax or other similar purpose fees, as appropriate to the projects' location and proposed uses. The payment of fees would fully mitigate any potential impacts to park and recreational facilities. Therefore, the cumulative impact would be less than significant and no mitigation measures are required.

17. TRANSPORTATION

The following analysis utilizes information provided in the *Transportation Impact Study, Los Lirios Mixed-Use Project*, prepared by Linscott, Law & Greenspan, Engineers, July 18, 2018 (Transportation Study) which is provided in Appendix D. An Addendum to the Transportation Study is also provided in Appendix D. The Transportation Study was reviewed and approved by the Los Angeles Department of Transportation (LADOT) as discussed in the LADOT approval letter dated October 2, 2018.

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.

Project Traffic Impacts

Traffic volumes expected to be generated by the Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates as published in the ITE *Trip Generation Manual* or provided by LADOT. As published in the *City of Los Angeles Transportation Impact Study Guidelines*, affordable housing trip rates for family and senior units derived from the independent study conducted in 2016 of affordable housing sites in the City of Los Angeles were used to forecast the weekday AM and PM peak hour traffic volumes expected to be generated by the affordable housing residential component. Traffic volumes expected to be generated by the commercial land use components of the Project were based upon rates per 1,000 gross square feet.

In addition to the trip generation forecast for the Project, a forecast was made of the likely pass-by trips that could be anticipated at the site. 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 generator. Pass-by trip adjustments of 50 percent and 20 percent were applied to the traffic volume forecast for the retail and restaurant components, respectively, pursuant to the LADOT policy.

A trip reduction adjustment was also employed in the project trip generation forecast to account for the proximity to the existing adjacent Metro Soto Station, as well as the high level of bus transit opportunities and pedestrian activity in the Project study area. Based on LADOT traffic study guidelines and discussions with LADOT staff, a transit trip reduction factor of 15 percent (15%) would be applicable to the Project based on the Project's proximity to the Metro Soto Station and public bus transit routes in the area. However, no other adjustments were made to the Project trip generation forecasts to account for trips made internal to the project site (i.e., internal capture).

As presented in Table VI-21, Project Trip Generation, the Project is expected to generate 48 vehicle trips (22 inbound trips and 26 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 41 vehicle trips (23 inbound trips and 18 outbound trips). Over a 24-hour period, the Project is forecast to generate 496 daily trip ends during a typical weekday (248 inbound trips and 248 outbound trips).

Table VI-21
Project Trip Generation

Land Use	Size	Daily Trip Ends Volumes	AM Peak Hour Volumes			PM Peak Hour Volumes		
			In	Out	Total	In	Out	Total
Apartments	66 du	270	13	20	33	12	10	22
Less Transit Adjustment (15%)		(41)	(2)	(3)	(5)	(2)	(2)	(4)
Community Room	1,490 sf	43	2	1	3	1	2	3
Less Transit Adjustment (15%)		(6)	--	--	--	--	--	--
Retail	2,500 sf	94	1	1	2	5	5	10
Less Pass-by Adjustment (50%)		(47)	(1)	(1)	(2)	(3)	(3)	(6)
Less Transit Adjustment (15%)		(7)	--	--	--	--	--	--
High-Turnover Restaurant	2,500 sf	280	14	11	25	15	9	24
Less Pass-by Adjustment (50%)		(56)	(3)	(2)	(5)	(3)	(2)	(5)
Less Transit Adjustment (15%)		(34)	(2)	(1)	(3)	(2)	(1)	(3)
	Subtotal	*496*	*22*	*26*	*48*	*23*	*18*	*41*

Source: Linscott Law & Greenspan, Transportation Impact Study, Los Lirios Mixed-Use Project (Appendix D).

Immediate access to the Project and associated parking facility will be provided via the proposed driveway located on the east side of the alleyway along the westerly property frontage which can be accessed from E. 1st Street. The following five study intersections were selected for analysis in consultation with LADOT staff in order to determine potential impacts related to the Project:

1. Breed Street/E. 1st Street
2. S. Soto Street/Cesar E. Chavez Avenue

3. S. Soto Street/ E. 1st Street
4. S. Soto Street/4th Street
5. Mott Street/ E. 1st Street

The study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis which determines Volume-to-Capacity (v/c) ratios on a critical lane basis. The overall intersection v/c ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition).

The significance of the potential impacts of project generated traffic was identified using the traffic impact criteria set forth in LADOT's *Transportation Impact Study Guidelines*, December 2016. According to the City's published traffic study guidelines, the impact is considered significant if the project-related increase in the *v/c* ratio equals or exceeds the thresholds presented in Table VI-22, City of Los Angeles Intersection Impact Threshold Criteria.

Table VI-22
City of Los Angeles Intersection Impact Threshold Criteria

LOS	Final v/c	Project Related Increase in v/c
C	>0.700-0.800	equal to or greater than 0.040
D	>0.800-0.900	equal to or greater than 0.020
E or F	>0.900	equal to or greater than 0.010

Traffic impacts at the study intersections were analyzed for the following conditions:

(a) Existing conditions.

(b) Existing with project conditions.

(c) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2021 and with completion and occupancy of the related projects (i.e., future without project conditions).

(d) Condition (c) with completion and occupancy of the proposed project.

(e) Condition (d) with implementation of project mitigation measures, where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections. It should be noted that Condition (b) above is a hypothetical scenario in that it calculates the traffic due to the occupancy of the Project in addition to the existing traffic volumes, but changes to existing volumes are expected to occur throughout the Project's construction period due to other area projects and regional growth. However, this condition has been prepared to be consistent with the general rule under CEQA that the potential impacts of a development project are to be measured against existing conditions. Condition (d) above analyzes future conditions upon completion and full occupancy of the Project, which is expected to occur in 2021.

As indicated in Table VI-23, all of the five study intersections are presently operating at LOS C or better during the weekday AM and PM peak hours. The "Existing With Project" scenario indicates that the Project is not expected to create significant impacts at any of the five study intersections. Incremental, but not significant, impacts are noted at the study intersections. Similarly, the "With Proposed Project" scenario indicates that the Project is not expected to create significant impacts at the five study intersections.

Table VI-23
City of Los Angeles Levels of Service Summary and Volume to Capacity Ratios

No.	Intersection	Peak Hour	Existing		Existing With Project			Sig. Impact?	Future W/O Project		Future With Project			Sig. Impact?
			V/C	LOS	V/C	LOS	Change		V/C	LOS	V/C	LOS	Change	
1	Breed Street/E. 1st Street	AM	0.573	A	0.581	A	0.008	NO	0.695	B	0.703	C	0.008	NO
		PM	0.454	A	0.464	A	0.010	NO	0.631	B	0.641	B	0.010	NO
2	S. Soto Street/Cesar E. Chavez Avenue	AM	0.617	B	0.620	B	0.003	NO	0.749	C	0.752	C	0.003	NO
		AM	0.567	A	0.568	A	0.001	NO	0.688	B	0.690	B	0.002	NO
3	S. Soto Street/ E. 1st Street	AM	0.724	C	0.737	C	0.013	NO	0.847	D	0.860	D	0.013	NO
		PM	0.687	B	0.701	C	0.014	NO	0.912	E	0.917	E	0.005	NO
4	S. Soto Street/4th Street	AM	0.621	B	0.623	B	0.002	NO	0.838	D	0.841	D	0.003	NO
		PM	0.616	B	0.616	B	0.000	NO	0.850	D	0.850	D	0.000	NO
5	Mott Street/ E. 1st Street	AM	0.619	B	0.625	B	0.006	NO	0.719	C	0.726	C	0.007	NO
		PM	0.529	A	0.532	A	0.003	NO	0.645	B	0.649	B	0.004	NO

Source: Linscott Law & Greenspan, Transportation Impact Study, Los Lirios Mixed-Use Project (Appendix D).

Incremental, but not significant, impacts are noted at the study intersections. No traffic mitigation measures are required or recommended for the study intersections.

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 the City of Los Angeles Departments of Transportation and Planning. 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 VI-24, Related Projects Trip Generation.

Table VI-24
Related Projects Trip Generation[1]

ID	Location	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
1	1510 N. San Pablo Street	7,715	613	140	753	161	613	774
2	2901 E. Olympic Boulevard	19,382	463	1,044	1,507	1,123	8.04	1,927
3	950 East 3rd Street	6,372	162	177	339	245	213	458
4	3401 E. 1st Street	458	6	18	24	25	17	42
5	963 E. 4th Street	2,512	106	22	128	113	138	251
6	2051 E. 7th Street	2,310	17	127	144	145	64	209
7	826 S. Mateo Street	1,267	11	34	45	62	39	101
8	555 S. Mateo Street	4,300	5	30	35	220	205	425
9	2030 E. 7th Street	2,306	274	34	308	69	249	318
10	540 S. Santa Fe Avenue	726	90	12	102	17	81	98
11	1030 N. Soto Street	662	25	18	43	25	23	48
12	2407 E. 1st Street	450	2	18	20	22	14	36
13	410 N. Center Street	1,165	87	0	87	0	79	79
14	500 S. Mateo Street	1,052	48	41	89	50	31	81
15	2130 E. Violet Street	1,351	137	30	167	39	122	161
16	929 E. 2nd Street	2,153	68	12	80	105	96	201
17	2420 E. Cesar Chavez Avenue	1,087	25	26	61	54	44	98
18	520 S. Mateo Street	4,995	157	220	377	274	223	497
19	2650 E. Olympic Boulevard	12,247	498	447	945	599	539	1,138
20	527 S. Colyton Street	2,095	36	116	152	121	74	195
21	940 E. 4th Street	788	14	37	51	44	31	75
22	806 E. 3rd Street	253	1	(1)	0	13	7	20
23	640 S. Santa Fe Avenue	1,330	90	8	98	43	114	157
24	443 S. Soto Street	277	131	112	243	32	25	57
25	2143 E. Violet Street	4,477	329	122	451	130	330	460
26	676 S. Mateo Street	1,990	50	95	145	106	51	157
27	1000 S. Santa Fe Avenue	2,029	194	30	224	57	192	249

ID	Location	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
28	220 N. Center Street	2,166	33	119	152	121	79	200
29	810 E. 3rd Street	1,487	37	32	69	87	48	135
30	2110 Bay Street	2,394	180	63	243	89	192	281
31	401 S. Hewitt Street	3,493	365	76	441	100	324	424
Total		95,289	4,254	3,269	7,523	4,291	5,061	9,352

[1] Sources: City of Los Angeles Department of Transportation (LADOT) and Department of City Planning (LADCP). The peak hour traffic volumes were forecast based on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation Manual", 9th Edition, 2012.

[2] Trips are one-way traffic movements, entering or leaving.

Source: Linscott Law & Greenspan, Transportation Impact Study, Los Lirios Mixed-Use Project (Appendix D).

Ambient Traffic Growth Factor

Horizon year background traffic growth estimates have been calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown related projects in the study area as well as account for typical growth in traffic volumes due to the development of projects outside the study area. Ambient traffic growth in the Los Angeles area is presented 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 Central/Southeast area (RSA 23 – Downtown Los Angeles, Exposition Park, MacArthur Park), it is anticipated that the existing traffic volumes are expected to increase at an annual rate of less than 1.0% per year between the years 2010 and 2020. An annual growth rate of one percent (1.0%) to the buildout year 2021 was used for analysis purposes. Thus, application of this annual growth factor allows for a conservative, worst case forecast of future traffic volumes in the area. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the project vicinity. Thus, the inclusion in the Transportation Study of both 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 a conservative estimate of future traffic volumes at the study intersections.

Summary of Operation-Related Traffic Impacts

It is concluded that the Project is not expected to create a significant traffic impact at any of the five study intersections based on the City of Los Angeles thresholds of significance used for evaluating traffic impacts. Incremental, but not significant, impacts are noted at the study intersections with completion of the Project. Because there are no significant impacts, no direct traffic mitigation measures are required or recommended for the study locations.

Construction Traffic Impacts

Construction activities would include demolition, grading, excavation, and building construction. The Project would be ready for occupancy in 2021.

Construction workers would be on-site before 7:00 A.M. and would typically leave the Project Site prior to 5:00 P.M. These workers typically arrive and depart outside of the commuter peak hours, thereby minimizing the effect of construction worker traffic. During construction, there would be far fewer daily and peak hour trips than the Project trip generation estimates. As discussed above, traffic impacts during

operation would be less than significant. Therefore, the construction process would not result in significant traffic impacts to study intersections.

The Project Applicant would be required to submit formal construction staging and traffic control plans for review and approval by LADOT prior to the issuance of any construction permits. Moreover, LADOT recommends the Project implement a Work Site Traffic Control Plan which would be developed for use during the entire construction period. The plan would include a designated haul route, staging area, and traffic control procedures to mitigate the traffic impacts during construction. This plan would also incorporate safety measures around the construction site to reduce the risk to pedestrian traffic near the work area. The Work Site Traffic Control Plan would identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity. Construction equipment and worker cars would generally be contained on-site. At times when on-site staging and parking is not available, a secondary staging area would be required. Thus, adherence to the Work Site Traffic Control Plan would ensure construction-related impact would not result in a significant impact to the performance of the circulation system (see RCM TRAF-1). Therefore, impacts would be less than significant and no mitigation measures are required.

Regulatory Compliance Measure

RCM TRAF-1 The Applicant shall prepare a detailed Work Site Traffic Control Plan that shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including estimated duration of construction and daily hours of construction;
- Prohibition of construction worker or equipment parking on adjacent streets;
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to ensure traffic safety on public rights of way. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Project Site's driveways.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men);
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets;
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets;
- Containment of construction activity within the Project Site boundaries;
- Safety precautions for pedestrians through such measures as alternate routing and protection barriers shall be implemented;
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours;
- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including

utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times;

- Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility;
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects;
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Transit Impact Review

The Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40. A summary of these existing transit services, including the transit route, destinations and peak hour headways is presented in Table VI-25, Existing Transit Routes.

As required by the *2010 Congestion Management Program for Los Angeles County*, a review has been made of the potential impacts of the project on transit services. The Project trip generation, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to LADOT approval, assuming 15 percent (15%) transit trips, the proposed project is forecast to generate demand for ten transit trips during the weekday AM peak hour and nine transit trips during the PM peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for 104 daily transit trips. The calculations are as follows:

- AM Peak Hour = $48 \times 1.4 \times 0.015 = 10$ Transit Trips
- PM Peak Hour = $41 \times 1.4 \times 0.015 = 9$ Transit Trip
- Daily Trips = $496 \times 1.4 \times 0.035 = 104$ Transit Trips

As shown in Table VI-25, 10 bus and rail transit lines and routes are provided adjacent to or in close proximity the Project Site. These 10 transit lines provide services for an average of (i.e., average of the directional number of buses during the peak hours) generally 81 buses/trains during the AM peak hour and roughly 86 buses/trains during the PM peak hour. Therefore, based on the calculated weekday AM and PM peak hour trips, this would correspond to less than one additional transit rider per bus/train. It is anticipated that the existing transit service in the Project area will adequately accommodate the increase of project-generated transit trips. Thus, given the number of project-generated transit trips per bus/train, no Project impacts on existing or future transit services in the Project area are expected to occur as a result of the Project.

Table VI-25
Existing Transit Route

Route	Destinations	Roadway(s) Near Site	No. of Buses/Trains During Peak Hour		
			DIR	AM	PM
Metro 30/330	West Hollywood to East Los Angeles via Beverly Hills, Los Angeles and Downtown Los Angeles	S. Soto Street, Mott Street, E. 1st Street	EB	3	2
			WB	2	3
Metro 68	Los Angeles to Montebello via East Los Angeles and Monterey Park	S. Soto Street, Cesar E Chavez Avenue	EB	4	4
			WB	4	4
Metro 106	East Los Angeles to Boyle Heights	S. Soto Street, 4th Street	EB	1	2
			WB	1	2
Metro 251	Cypress Park to Lynwood via Lincoln Heights, Boyle Heights, Huntington Park and South Gate	S. Soto Street, Cesar E Chavez Avenue, E. 1st Street, 4th Street	NB	4	5
			SB	3	5
Metro 252	Boyle Heights to Montecito Heights via Lincoln Heights and El Sereno	S. Soto Street, Cesar E Chavez Avenue, E. 1st Street, 4th Street	NB	3	3
			SB	3	3
Metro 605	Boyle Heights	S. Soto Street, Cesar E Chavez Avenue, E. 1st Street, 4th Street	NB	4	4
			SB	4	4
Metro 751	Huntington Park to Cypress Park via Boyle Heights and Lincoln Heights	S. Soto Street, Cesar E Chavez Avenue, E. 1st Street, 4th Street	NB	4	4
			SB	5	4
Metro 770	El Monte to Downtown Los Angeles via South El Monte, Monterey Park and East Los Angeles	S. Soto Street, Cesar E Chavez Avenue	EB	4	6
			WB	5	5
Metro Gold Line	East Los Angeles to Azusa via Los Angeles, Highland Park, South Pasadena, Pasadena, Arcadia, Monrovia, Duarte and Irwindale	S. Soto Street, E. 1st Street	EB	8	8
			WB	8	8
Montebello Line 40	Whittier to Downtown Los Angeles via Montebello, East Los Angeles and Boyle Heights	S. Soto Street, 4th Street	EB	6	5
			WB	5	5
			Total	**81**	**86**

Sources: Los Angeles County Metropolitan Transportation Authority (Metro) and City of Montebello Bus Lines websites, 2018.

Bicycle Facilities

Bicycle access to the Project Site is facilitated by the City of Los Angeles bicycle roadway network. Existing or proposed bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets, etc.) in the City's 2010 Bicycle Plan are located within an approximate one-mile radius from the Project Site. It is important to note that the 2010 Bicycle Plan goals and policies have been folded into the Mobility 2035 Plan to reflect a commitment to a balanced, multi-modal viewpoint. The Project Site is situated in a fairly flat area near downtown Los Angeles. Bicycling as a transportation mode can be accommodated especially when used in combination with transit opportunities in the Project Site area.

LAMC Section 12.21.A.16(A)(2) requires new projects to provide bicycle parking spaces. As shown in Table VI-26, the Project would require 60 bicycle parking spaces including 53 long term spaces and 7 short term spaces. The Project would include 66 bicycle parking spaces including 54 long term spaces and 12 short term spaces. Thus, the Project meets the LAMC requirements and would not conflict with implementation of bicycle facilities and infrastructure as set forth in the 2010 Bicycle Master Plan. Impacts would be less than significant and no mitigation measures are required.

Table VI-26
Bicycle Parking Summary

Type of Parking	Parking Requirement	Units	Spaces Required
Residential			
Long-Term	1 space/unit	1-25	25
	1 space/1.5 units	26-64	26
Short-Term	1 space/ 10 units	1-25	2.5
	1 space/15 units	26-64	2.6
Commercial			
Long-Term	1 space/2,000 sf	2,443	2
Short-Term	1 space/2,000 sf	2,443	2
Bicycle Parking Required	*53 Long Term + 7 Short Term*		
Bicycle Parking Provided	**54 Long Term + 12 Short Term**		
sf = square feet			
Source: Gonzalez Goodale Architects, 2019.			

b) Would the project Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact. The Congestion Management Program (CMP) was established statewide in 1990 to implement Proposition 111, tying appropriation of new gas tax revenues to congestion reduction efforts. CMP is managed at the countywide level and primarily uses an LOS performance metric, which is inconsistent with more recent state efforts to transition to VMT-based performance metrics. California Government Code Section 65088.3 allows counties to opt out of CMP requirements without penalty, if a majority of local jurisdictions representing a majority of a county's population formally adopt resolutions requesting to opt out of the program.

On June 20, 2018, Los Angeles County Metropolitan Transportation Authority (Metro) initiated a process to gauge the interest of local jurisdictions in opting out of State CMP requirements. On July 30, 2019, the Los Angeles City Council passed a resolution to opt out of the CMP program, and on August 28, 2019, Metro announced that the thresholds had been reached and the County of Los Angeles had opted to be exempt from CMP. As such, the provisions of CMP no longer apply to any of the 89 local jurisdictions in Los Angeles County. Accordingly, CMP analysis is no longer included in City of Los Angeles environmental documents. The VMT analysis is provided below.

VMT

Section 15064.3 was recently added to the State CEQA Guidelines, which describes specific considerations for evaluating a project's transportation impacts. Section 15064.3(b) establishes VMT as the most appropriate measure of transportation impacts, shifting away from the use of LOS analysis that evaluates

a project's impacts on traffic conditions at nearby roadways and intersections. Section 15064.3(c) states that, while a lead agency may elect to be governed by the provisions of Section 15064.3 immediately, it is not required to do so until July 1, 2020.

The Project is infill development that would provide residential and commercial/retail uses within an existing urban area. Infill development generally reduces VMT compared to greenfield development.[86] As a mixed-use development in the downtown area, the project would not create a substantial increase in VMT. This conclusion is supported by the following summary of the per capita VMT analysis. The full VMT analysis is provided in Appendix J.

According to the City's Transportation Assessment Guidelines, a development project's daily vehicle trips should be estimated using the City's VMT Calculator. The proposed Project, which includes both residential (multi-family units and affordable housing [family-type] units) and commercial (office and retail) uses, would have a potential impact if it 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 Area Planning Commission (APC) area in which the project is located."

The project's estimated household VMT per capita and work VMT per employee are compared to the average household VMT per capita and work VMT per employee for the corresponding APC. 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. See Table A of Appendix J. The Project is in the East Los Angeles APC, so the VMT impact criteria (i.e., 15% below APC average) applicable to the proposed project is 7.2 daily household VMT per capita and 12.7 daily work VMT per employee.

Based on the City's VMT Calculator, the estimated household VMT per capita for the project is 5.4 household VMT per capita and the work VMT per employee is not applicable based on the City's TAG and VMT Calculator (see Appendix J). It is noted that other than accounting for the proposed Project providing on-site bicycle parking pursuant to City Code requirements, no transportation demand management measures, trip reduction strategies, or project design features have been included in the estimation of the Project's VMT. Therefore, based on the City's threshold criteria for the East Los Angeles APC (see Appendix J), the proposed Project is not forecast to result in a significant household VMT per capita or work VMT per employee impact.

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. The Project as designed does not include development of any new roadways or intersections. The Project driveway would be located on the east side of the existing alleyway along the

[86] *Perkins Coie. 2019. California Land Use and Development Law Report – Legal Commentary on planning and Development. "New Guidelines for Assessing Transportation Impacts Under CEQA Finalized. Accessible at: https://www.californialandusedevelopmentlaw.com/2019/01/07/new-regulations-for-assessing-transportation-impacts-under-ceqa-finalized/. Accessed October 2019.*

westerly property frontage, at the southwest corner of the Project Site. The project driveway would accommodate left-turn and right-turn vehicular ingress and egress turning movements. The Project Site driveway would be located to provide direct access to and from the subterranean parking level. The project site driveway would be required to be constructed to City of Los Angeles design standards. The Soto Station's Plaza would be designed to incorporate new landscaping and hardscaping to ensure pedestrian mobility is maintained. Pedestrian access to the residential units would be from the ground floor residential lobby accessible from the Metro Soto Station Plaza. Additionally, the ground floor commercial uses would be accessible from the Metro Soto Station Plaza and S. Soto Street frontage. Access to residential and commercial uses would be available via elevators and stairways in the parking levels.

The Project would include 66 bicycle parking spaces including 54 long term spaces and 12 short term spaces. The bicycle spaces would be provided in the subterranean garage and Metro Soto Station Plaza. Outdoor bicycle spaces would encourage use and maintain visibility for personal safety and theft protection. Appropriate lighting will be provided to increase safety and provide theft protection during night-time parking.

Based on the discussion above, the Project would not substantially increase hazards for vehicles, pedestrians, and bicyclists accessing the Project Site due to a geometric design feature. Impacts related to hazards would be less than significant and no mitigation measures are required.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. For the purpose of this issue, a significant impact may occur if a project design does not provide emergency access meeting the requirements of LAFD or LAPD, or threatened the ability of emergency vehicles to access and serve the project site or adjacent uses.

As previously discussed, there are no critical facilities, lifeline systems, or disaster routes in the immediate vicinity of the Project Site.[87,88] However, E. 1st Street and S. Soto Street are classified as Secondary Disaster Routes by Los Angeles County.[89] Nonetheless, as discussed in above, the Project would not result in any significant traffic impacts. Moreover, the Project would not cause permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way. An emergency response plan would be submitted to LAFD during review of plans as part of the standard building permit process. Furthermore, no full road closures are anticipated during construction of the Project, and none of the surrounding roadways would be impeded. Access for emergency service providers and any evacuation routes would be maintained during construction and operation. Impacts related to inadequate emergency access would be less than significant and no mitigation is required.

Cumulative Impacts

Less Than Significant Impact. With respect to construction traffic, it is unknown whether or not any of the related projects would have overlapping construction schedules with the Project. However, similar to the Project, the related projects would be required to submit formal construction staging and traffic control

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[87] *City of Los Angeles Department of City Planning, Los Angeles City General Plan Safety Element, Exhibit H, Critical Facilities & Lifeline Systems in the City of Los Angeles, Adopted November 1996.*

[88] *Ibid.*

[89] *Los Angeles County Department of Public Works, Disaster Route Maps, City of Los Angeles West Area, website: http://dpw.lacounty.gov/dsg/disasterroutes/map/disaster_rdm-South.pdf, accessed: August 2019.*

plans for review and approval by the City prior to the issuance of construction permits. The Work Site Traffic Control Plan would identify all traffic control measures, signs, delineators, and work instructions through the duration of construction activities. It is reasonably anticipated that the related projects would comply with a similar plan, and as such, the cumulative construction traffic impact would be less than significant and no mitigation measures are required.

Existing traffic, related projects' traffic, Project traffic, and a one percent per year ambient growth factor were added together to estimate future cumulative traffic volumes. As shown above, the future traffic volumes of the related projects and ambient growth with and without the Project would not result in significant impacts. Therefore, the cumulative traffic operational impact would be less than significant and no mitigation measures are required.

18. TRIBAL CULTURAL RESOURCES

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:

(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less Than Significant Impact.

Tribal Cultural Resources (TCR) includes sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register or included in a local register of historical resources. Public Resources Code Section 21084.2 establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." A project would cause a substantial adverse change in the significance of a tribal cultural resource with cultural value to a California Native American tribe if such resource is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or if such resource is 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. PRC 5024.1(c) states that "[a] resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Although the Project Site is located in a highly urbanized area of the Boyle Heights Community Plan Area of the City of Los Angeles, and has been disturbed by past development activities, the Project includes subgrade preparation that would involve the excavation and export of approximately 12,908 cubic yards of soil. Thus, the potential exists for the unanticipated discovery of archaeological materials. Because the

presence or absence of such materials cannot be determined until the site is excavated, as discussed in Section VI.5, Cultural Resources, a Records Search was conducted by the California Historical Resources Information System - South Central Coastal Information Center on June 26, 2019. The CHRIS Historic Records Search is available as Appendix B. The search concluded there are no previously identified historical resources on the site, however, it was recommended that the Native American Heritage Commission (NAHC) be consulted to identify if any additional traditional cultural properties or other sacred sites are known to be in the area. As such, a record search of the NAHC Sacred Lands File was completed for the area of potential project affect (APE) on June 28, 2019 (Appendix I).

Several lines of evidence, including the Sacred Lands File search, indicate that the potential exists for unrecorded tribal cultural resources in the form of buried features or artifacts, as well as Native American burials in the Project area. The potential for impacts to tribal cultural resources exists only in those places where the Project activities are likely to encounter alluvial sediments. As discussed in the Geotechnical Investigation, artificial fill was encountered at a maximum depth of 4.5 feet below the existing ground surface, and alluvial fan deposits were encountered beneath the artificial fill. The Project would likely result in deeper excavations than previously performed on the site, including excavation to depths up to 11 feet below grade to construct the subterranean parking structure. Therefore, excavations would penetrate through the existing artificial fill and expose competent alluvial soils throughout the excavation bottom. Where proposed ground disturbances are proposed exclusively within artificial fill, any tribal cultural resources that might be present in the underlying alluvium would remain preserved, and Project-related impacts would be avoided. Because there is a potential for previously unknown cultural resources to be present in the Project area, mitigation measures MM TCR-1 through TCR-4 are required.

The Project would also be required to follow procedures detailed in California Public Resources Code Section 21083.2. The required mitigation and regulatory compliance would ensure any found deposits are treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2. As discussed in Section IV., RTP/SCS Program EIR Mitigation Measures, the Project incorporates by reference and is consistent with SCAG 2016-2040 RTP/SCS Mitigation Measure MM RTP/SCS-CUL-2(b). Compliance with regulatory requirements and with the Project-specific mitigation measure fulfils the RTP/SCS mitigation measure and goes beyond the scope of MM RTP/SCS-CUL-2(b).

Mitigation Measure

MM TCR-1 Prior to commencing any ground disturbance activities at the Project site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the Project site. Any qualified tribal monitor(s) and archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR").

The qualified archeological and tribal monitors shall observe all ground disturbance activities on the Project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the Project site, an archeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the archaeological and tribal

monitor both indicate that the site has a low potential for impacting tribal cultural resources.

Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the Project site, for City inspection, documentation establishing the training was completed for all members of the construction crew involved in ground disturbance activities.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed Project; (2) and OHR.
2. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.
5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator

agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.

6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.
7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.
8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
9. Notwithstanding paragraph 8 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

The Project would also be required to follow procedures detailed in California Public Resources Code Section 21083.2. Adherence to the required mitigation and regulatory compliance measures would ensure any found deposits are treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2. Therefore, impacts would be less than significant after mitigation.

(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) to 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 Impact. PRC Section 21074 provides a definition of a TCR. In brief, in order to be considered a TCR, a resource must be either: 1) listed, or determined to be eligible for listing, on the national, State, or local register of historic resources, or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a TCR. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the State register of historic resources or City Designated Cultural Resource. As mentioned above, a TCR includes sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register or included in a local register of historical resources. A substantial adverse change to a TCR is a significant effect on the environment under CEQA. In applying those criteria, a lead agency shall consider the value of the resource to the tribe.

As previously discussed under Question 5.b), the Project Site Project Site and immediately surrounding area do not contain any known archaeological sites or archaeological survey areas. [90] However, a Sacred Lands File search conducted by in June 2019 the NAHC on behalf of the Project yielded positive results; and the Project includes subgrade preparation that would involve the excavation and export of approximately 12,908 cubic yards of soil. Thus, the potential exists for the accidental discovery of archaeological materials. Because the presence or absence of such materials cannot be determined until the site is excavated, and because there is a potential for previously unknown cultural resources to be present in the Project area, mitigation measure MM TCR-1 is required.

Additionally, in the event of unforeseen and inadvertent discovery of TCRs, the Project would be required to comply with PRC Section 21074. In the event that objects or artifacts that may be TCRs are encountered during the course of any ground-disturbance activities, all such activities would temporarily cease on the Project Site until the potential TCRs are properly assessed following specific protocol required by the Department of City Planning. Implementation of mitigation measure MM TCR-1 and compliance with PRC Section 21074 would mitigate any potentially significant impact, and impacts would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Impacts related to tribal cultural resources tend to be site-specific and are assessed on a site-by-site basis. Many of the cumulative projects identified would require redevelopment of properties in urban areas that are currently developed and have been previously disturbed, and the potential to encounter and cause a significant impact on tribal cultural resources is diminished. 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 implementation of MM TCR-1 and compliance with existing laws and the City's conditions of approval, Project impacts associated with tribal cultural 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

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

sites of the related projects. As such, the Project would not contribute to any potential cumulative impacts related to tribal cultural resources.

19. UTILITIES AND SERVICE SYSTEMS

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

Less Than Significant Impact.

Water

The City of Los Angeles Department of Water and Power (LADWP) currently supplies water to the Project Site. LADWP is responsible for ensuring that water demand within the City is met and that State and federal water quality standards are achieved. LADWP ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,300 miles of pipelines and 119 storage tanks and reservoirs within the City.[91] Much of the water flows north to south, entering the City at the Los Angeles Aqueduct Filtration Plant (LAAFP), which is owned and operated by LADWP, in the community of Sylmar. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd).[92]

The Project's estimated water consumption is presented on Table VI-27, Estimated Average Daily Water Consumption. As shown, the Project would consume a total of approximately 9,774 gallons per day (gpd) (0.01 mgd), or approximately 10.95 acre-feet of water per year (AF/Y). Thus, implementation of the Project is not expected to measurably reduce LAAFP's capacity, and as such, no new or expanded water treatment facilities would be required. According to LADWP, the Project Site can be supplied with water from the municipal system subject to the Water System's rules of the LADWP.[93]

Table VI-27
Estimated Average Daily Water Consumption

Land Use	Size	Consumption Rate[a]	Total Water Consumed (gpd)	Total Water Consumed (AF/Y)
Studio apartments	13 du	90 gpd/du	1,170	1.31
One-bedroom apartments	18 du	132 gpd/du	2,376	2.66
Two-bedroom apartments	17 du	180 gpd/du	3,060	3.43
Three-bedroom apartments	16 du	190 gpd/du	3,040	3.41

[91] *Los Angeles Department of Water and Power, About Us, Water, Facts & Figures, website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=u39sz92qb_21&_afrLoop=273163065504125, accessed: August 2019.*

[92] *Better Buildings, U.S. Department of Energy, Showcase Project: Los Angeles Aqueduct Filtration Plant Modernization-Oxygen Plant Replacement, website: https://betterbuildingssolutioncenter.energy.gov/showcase-projects/los-angeles-aqueduct-filtration-plant-modernization-%E2%80%93-oxygen-plant-replacement, accessed: August 2019.*

[93] *Letter correspondence from Liz Gonzalez, Manager – Business Arrangements, Water Distribution Engineering, City of Los Angeles Department of Water and Power, July 10, 2019. (Appendix H)*

Table VI-27
Estimated Average Daily Water Consumption

Land Use	Size	Consumption Rate[a]	Total Water Consumed (gpd)	Total Water Consumed (AF/Y)
Retail	4,265 sf	30 gpd/1,000 sf	128	0.14
		Project Total:	**9,774**	**10.95**

Notes: sf = square feet; du = dwelling units; cf = cubic feet; gpd = gallons per day; AF/Y = acre-feet per year. Some numbers have been rounded.

[a] Based on 120% of rates provided in LADWP's Sewage Facilities Charge, Sewage Generation Factor for Residential and Commercial Categories, April 6, 2012.

In addition to supplying water for domestic uses, LADWP also supplies water for fire protection services, in accordance with the Fire Code. City of Los Angeles Fire Department (LAFD) requires a water flow of 6,000 to 9,000 gallons per minute (gpm). The existing water lines that currently serve the Project Site would serve the Project. If water main or infrastructure upgrades are required, the LAMC requires the Project Applicant to pay for such upgrades, which would be constructed by either the Project Applicant or LADWP. To the extent such upgrades result in a temporary disruption in service, proper notification to LADWP customers would take place, as is standard practice. In the event that water main and other infrastructure upgrades are required, it would not be expected to create a significant impact to the physical environment because: (1) any disruption of service would be of a short-term nature, (2) replacement of the water mains would be within public rights-of-way, and (3) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity.

Furthermore, the Project would comply with the City's mandatory water conservation measures that, relative to the City's increase in population, have reduced the rate of water demand in recent years. LADWP's growth projections are based on conservation measures and adequate treatment capacity that is, or would be, available to treat LADWP's projected water supply, as well as the LADWP's expected water sources. Compliance with water conservation measures, including Title 20 and 24 of the California Administrative Code would serve to reduce the projected water demand. Chapter XII of LAMC comprises the City's Emergency Water Conservation Plan. The Emergency Water Conservation Plan stipulates conservation measures pertaining to water closets, showers, landscaping, maintenance activities, and other uses. At the State level, Title 24 of the California Administrative Code contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. Title 20 of the California Administrative Code addresses Public Utilities and Energy and includes appliance efficiency standards that promote conservation. Various sections of the Health and Safety Code also regulate water use. Impacts would be less than significant and no mitigation measures are required.

Wastewater

The City's Bureau of Sanitation provides sewer service to the Project area. The Project Site has existing sewer connections to the City's sewer system due to previous development. Sewage from the Project Site is conveyed via existing sewer infrastructure to the HTP. Since 1987, the HTP has had capacity for full secondary treatment. Currently, the plant treats an average daily flow of 275 mgd on a dry weather day,

and has capacity to treat 450 mgd. [94] This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HTP.

Estimated Project wastewater generation is presented below in Table VI-28, Estimated Average Daily Wastewater Generation. As shown, the Project would generate approximately 8,652 gpd (0.009 mgd) or approximately 9.69 AF/Y of wastewater. Therefore, the HTP would have adequate capacity to serve the Project.

Table VI-28
Estimated Average Daily Wastewater Generation

Land Use	Size	Consumption Rate[a]	Total Water Consumed (gpd)	Total Water Consumed (AF/Y)
Studio apartments	13 du	75 gpd/du	975	1.09
One-bedroom apartments	18 du	110 gpd/du	1980	2.22
Two-bedroom apartments	17 du	150 gpd/du	2550	2.86
Three-bedroom apartments	16 du	190 gpd/du	3040	3.41
Retail	4,265 sf	25 gpd/1,000 sf	107	0.12
		Project Total:	**8,652**	**9.69**

Notes: sf = square feet; du = dwelling units; cf = cubic feet; gpd = gallons per day; AF/Y = acre-feet per year. Some numbers have been rounded.

[a] Based on rates provided in LADWP's Sewage Facilities Charge, Sewage Generation Factor for Residential and Commercial Categories, April 6, 2012.

The existing wastewater system appears able to accommodate the total flow for the Project; however, further detailed gauging would be needed as part of the permit process to identify a specific sewer connection point.[95] If deficiencies are identified during the building permit process, the Project Applicant would be required, at their own cost, to build secondary sewer lines to a connection point in the sewer system with sufficient capacity, in accordance with standard City procedures. The installation of any such secondary lines, if needed, would require minimal trenching and pipeline installation, which would be a temporary action and would not result in any adverse environmental impacts. Impacts would be less than significant and no mitigation measures are required.

Electricity

As discussed previously in Section VI.6, electric service is available and will be provided to the Project Site in accordance with LADWP regulations and the Project is part of the total growth load forecast for the City and has been taken into account in the planned growth of the power system.[96] Impacts would be less than significant and no mitigation measures are required.

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[94] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Water Reclamation Plant, website: https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=6icwss7n_1440&_afrLoop=9645810457499202#!, accessed: August 2019.*

[95] *Letter correspondence from Karan Patel, CE Associate, Central District, Bureau Engineering, July 9, 2019. (Appendix H)*

[96] *Letter correspondence from Jeffrey T. Bergman, District Engineer, Metro East Service Planning, July 2, 2019. (Appendix H)*

Natural Gas

As discussed previously in Section VI.6, SCG will provide gas service to the Project in accordance with the rules and regulations in effect at the time service is provided.[97] SCG is satisfactorily meeting its obligations to its current customers and projects to meet obligations of its future customers. As such, SCG's existing infrastructure and storage supplies are well-prepared for the long-term forecasts, including the Project. Impacts would be less than significant and no mitigation measures are required.

Telecommunications

The Project Site is within the Base Rate Area of the AT&T California serving area in the Los Angeles 6 Exchange. AT&T expects to be in a position to provide telephone service to the Project upon request in accordance with requirements of, and at the rates and charges specified in, its Tariffs that are on file with the California Public Utilities Commission.[98] The Project Site is also within the service area of Charter Communications which may serve the Project Site after conducting a survey of the property.[99] There are no existing cellular towers located adjacent to the Project Site and no cellular towers are proposed by the Project. The Project would not result in the relocation of expansion of telecommunication facilities. Impacts would be less than significant and no mitigation measures are required.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The City's water supply primarily comes from the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District of Southern California (MWD), which is obtained from the Colorado River Aqueduct, and to a lesser degree from local groundwater sources. MWD uses a land use based planning tool that allocates projected demographic data from SCAG into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's 2016–2040 RTP/SCS. These sources, along with recycled water, are expected to supply the City's water needs in the years to come. LADWP's 2015 Urban Water Management Plan (UWMP) projects a supply of 644,700 AF/Y in 2025 and of 675,700 AF/Y in 2040.[100] With LADWP's current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to its customers through the 25-year planning period covered by the 2015 UWMP. Any shortfall in LADWP controlled supplies (e.g., groundwater, recycled, conservation, or aqueduct) is offset with MWD purchases to rise to the level of demand.[101] As shown in Table VI-27, above, the Project would consume approximately 9,774 gpd (10.95 AF/Y) of water. This amount represents approximately 0.002 percent of the projected 2040 supply.

LADWP's Water System 10-Year Capital Improvement Program for the Fiscal Years 2010-2019 details LADWP's 10-year process of capital upgrades to the water infrastructure system of the City. Through this

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[97] *Letter correspondence from Oscar Mariscal, Pipeline Planning Assistant, SoCalGas-Compton HQ, July 16, 2019. (Appendix H)*

[98] *Letter correspondence from Troy Stanard, AT&T Engineering, July 2, 2019. (Appendix H)*

[99] *Letter correspondence from Dianna Netherlain, SoCal Central Specialist, Business Development, July 3, 2019. (Appendix H)*

[100] *City of Los Angeles Department of Water and Power, Urban Water Management Plan 2015, adopted June 7, 2016, website: file:///C:/Users/PES/Downloads/2015%20Urban%20Water%20Management%20Plan-LADWP%20(2).pdf, accessed: August 2019.*

[101] *Ibid.*

program, LADWP can provide reliable sources of water to the residents of the City.[102] Thus, sufficient water supplies are anticipated to be available to serve the Project from existing entitlements and resources, and new or expanded entitlements would not be necessary. Moreover, the Project's land uses, density, and intensity are consistent with projected Citywide growth. Thus, the Project's estimated water usage is within overall General Plan projections and would not exceed the amount anticipated by the City's long-range land use and planning efforts. As there would be sufficient water supplies available to serve the Project, impacts regarding supply would be less than significant, and no mitigation measures are required.

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. As discussed above, sewage from the Project Site is conveyed via existing sewer infrastructure to the HTP. Since 1987, the HTP has had capacity for full secondary treatment. Currently, the plant treats an average daily flow of 275 mgd on a dry weather day, and has capacity to treat 450 mgd. [103] This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HTP.

Estimated Project wastewater generation is presented below in Table VI-28, Estimated Average Daily Wastewater Generation. As shown, the Project would generate approximately 8,652 gpd (0.009 mgd) or approximately 9.69 AF/Y of wastewater. Therefore, the HTP would have adequate capacity to serve the Project. The Project would have a less than significant impact with respect on wastewater treatment capacity and no mitigation measures are required.

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?

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The following discussion incorporates responses to both thresholds, 19d and 19e. Solid waste generated within the City is disposed of at privately-owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential and commercial developments within the City. It is reasonably anticipated, then, that the Project Applicant would contract with a local commercial solid waste hauler following completion of the Project. As is typical for most solid waste haulers in the greater Los Angeles Area, the hauler would most likely separate and recycle all reusable material collected from the Project Site at a local materials recovery facility. The remaining solid waste would be disposed of at a variety of

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[102] *City of Los Angeles Department of Water and Power, Water System Ten-Year Capital Improvement Program for the Fiscal Years 2010-2019, website: file:///C:/Users/PES/Downloads/WSO%20Capital%20Book.pdf, accessed: August 2019.*

[103] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Water Reclamation Plant, website: https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=6icwss7n_1440&_afrLoop=9645810457499202#!, accessed: August 2019.*

landfills, depending on with whom the hauler has contracts. Most commonly, the City is served by the Sunshine Canyon Landfill. This Class III landfill accepts non-hazardous solid waste including construction and demolition (C&D) waste. As of 2017 the Sunshine Canyon Landfill permits a daily intake of 12,100 tons, and has a remaining capacity of 68.0 million tons.[104] As of 2017 the Azusa Land Reclamation Company Landfill is the only permitted Inert Waste Landfill in the County that has a full solid waste facility permit. This landfill permits a daily intake of 6,500 tons, and has a remaining capacity of 55.7 million tons.[105] Chiquita Canyon Landfill is also a Class III landfill accepting non-hazardous solid waste including C&D waste that serves the area. As the Chiquita Canyon Landfill has approached its max capacity the Los Angeles County Board of Supervisors approved a Conditional Use Permit (CUP) for the Landfill, which became effective on July 28, 2017. The new CUP limits the Landfill's amount of all incoming material, including beneficial use, to an average of 8,974 tons-per day until the end of 2024.[106]

Construction

As the Project Site is vacant, the Project would not result in a significant amount of demotion waste. However, implementation of the Project would generate construction waste. Construction debris includes concrete, asphalt, wood, drywall, metals, concrete rubble, and other miscellaneous and composite materials. Table VI-29, Estimated Project Construction Solid Waste, presents the Project's estimated construction waste.

Table VI-29
Estimated Project Construction Solid Waste

Construction Activity	Size	Generation Rate[a]	Total Solid Waste Generated
Residential Construction	73,680 sf	4.39 lbs/sf	323,455 (162 tons)
Commercial Construction	4,265 sf	4.34 lbs/sf	18,510 (9 tons)
		Total:	341,965 lbs (171 tons)

Notes: sf = square feet; lbs = pounds

[a] Source: United States Environmental Protection Agency, Estimating 2003 Building-Related Construction and Demolition Material Amounts, March 2009, Table 2-1 (Residential Construction) and Table 2-2 (Nonresidential Construction).

As shown in Table VI-29, the Project would generate approximately 341,965 pounds or 171 tons of solid waste debris during construction. Building construction would occur over approximately 19 months, or 418 work days, thereby generating approximately 0.4 tons per day.

This forecasted solid waste generation is a conservative estimate as it assumes no reductions in solid waste generation would occur due to recycling. In order to help meet the landfill diversion goals, the City adopted the Citywide C&D Waste Recycling Ordinance (Ordinance No. 181,519). This ordinance, which became effective January 1, 2011, requires that all haulers and contractors responsible for handling C&D waste obtain a Private Solid Waste Hauler Permit from the Bureau of Sanitation prior to collecting, hauling,

[104] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2017 Annual Report, published April 2019, Appendix E-1, website: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF, accessed: August 2019.*

[105] *Ibid.*

[106] *Los Angeles County Solid Waste Management Committee/Integrated Waste Management Task Force, Inside Solid Waste, Vol. 91, Published August 2018, website: https://dpw.lacounty.gov/epd/tf/isw/isw_2018_08.pdf, accessed: August 2019.*

and transporting C&D waste. It requires that all C&D waste generated within City limits be taken to City certified C&D waste processors, where the waste would be recycled to the extent feasible. Moreover, there are 60 million tons of remaining capacity available in Los Angeles County for the disposal of inert waste. Some C&D waste may also be landfilled at the Class III landfill identified above. Thus, Project-generated C&D waste would represent a very small percentage of the waste disposal capacity in the region, and, as noted, the aggregate amount estimated in the above table would not all be landfilled since the Project would comply with City's recycling requirements to the extent feasible. Impacts related to solid waste disposal during construction would be less than significant.

Operation

The Project's estimated operational solid waste generation is presented in Table VI-30, Estimated Project Operational Solid Waste.

Table VI-30
Estimated Project Operational Solid Waste

Land Use	Size	Generation Rate[a]	Total Solid Waste Generated (lbs/day)
Residential	64 units	12.23 lbs/unit	783
Commercial	12 employees[b]	10.53 lbs/employee	126
		Project Total:	**909**

Notes: sf = square feet; lbs = pounds;

[a] L.A. CEQA Thresholds Guide, 2006, page M.3-2.

[b] Based on a generation rate of one employee per 369 square feet of neighborhood shopping center (4,265/369). Source: Los Angeles Unified School District, 2016 Developer Fee Justification Study, March 2017.

In 2013, the City achieved a landfill diversion rate of 76.4 percent, which represents the highest recycling rate out of the 10 largest U.S. cities.[107] This landfill diversion rate exceeds the 75 percent diversion mandate by 2020 set forth in AB 374.[108] The Bureau of Sanitation's Solid Resources Citywide Recycling Division (SRCRD) develops and implements source reduction, recycling, and re-use programs in the City.[109] The SRCRD provides technical assistance to public and private recyclers, manages the collection and disposal programs for Household Hazardous Waste, and helps create markets for recycled materials.[110] Thus, at the City's diversion rate of 76.4 percent, the Project's total of 909 pounds per day of solid waste would likely result in approximately 695 pounds being recycled and the remaining 214 pounds (0.1 tons) would be landfilled per day. As such, there is adequate landfill capacity for the Project's operational impact. Furthermore, AB 341 requires multi-family residential developments with five units or more to provide for recycling services on site.

The Project would have a less than significant impact with respect to solid waste and no mitigation measures are required.

Cumulative Impacts

Water

Less Than Significant Impact. Implementation of the Project in combination with the related projects, along with other projects within the service area of LADWP, would generate demand for additional water supplies. In terms of the City's overall water supply condition, the water demand for any project that is consistent with the City's General Plan has been taken into account in LADWP's 2015 UWMP. The 2015 UWMP anticipates that the future water supplies would be sufficient to meeting existing and planned

[107] *Los Angeles Bureau of Sanitation, Solid Resources, Recycling, website: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r, accessed: August 2019.*

[108] *California Department of Resources and Recycling, California's 75 Percent Initiative, website: https://www.calrecycle.ca.gov/calendar/75percent, accessed: August 2019.*

[109] *Los Angeles Bureau of Sanitation, Solid Resources, Construction and Demolition Recycling Guide, website: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r/s-lsh-wwd-s-r-cdr, accessed: August 2019.*

[110] *Ibid.*

growth in the City to the year 2040 (the planning horizon required of 2015 UWMPs) under wet and dry year scenarios. The Project would be consistent with the General Plan and the site's Community Plan land use designation, and therefore, has been taken into account in the 2015 UWMP. It is unknown whether or not the related projects or other developments in the LADWP service area have been taken into account in the 2015 UWMP. Nonetheless, it can be assumed that any development projects that are not included in the 2015 UWMP would be required to identify water supplies prior to project approval. In addition, larger projects with over 500 residential units would have to prepare a Water Supply Assessment (pursuant to SB 610) to be reviewed and certified by LADWP to demonstrate adequate water supply. Therefore, the cumulative impact would be less than significant.

With respect to water treatment facilities, the LAAFP has the capacity to treat approximately 600 million gallons per day (mgd).[111] Therefore, the LAAFP would have adequate capacity to serve the additional water demanded by the Project (which would consume 9,774 gpd) and the related projects.

With respect to water infrastructure, the potential need for future development projects to upgrade water lines to accommodate their water needs is site-specific and there is little, if any, cumulative relationship between the development of the Project and other development projects. As discussed above, the Project would have a less than significant impact on water infrastructure. Any upgrades to future development project's water infrastructure would be required to be implemented by the applicants those projects. Therefore, the cumulative impact would be less than significant.

Wastewater

Less Than Significant Impact. Implementation of the Project in combination with the related projects and other projects within the service area of the HTP would generate additional wastewater that would be treated at HTP. Currently, the HTP treats an average daily flow of 275 mgd on a dry weather day, and has capacity to treat 450 mgd.[112] This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HTP. Therefore, the HTP would have adequate capacity to serve the additional wastewater demanded by the Project (0.009 mgd) and future development projects within the HTP service area.

With respect to wastewater infrastructure in the City, under the rules and regulations established in the City's Sewer Allocation Ordinance (Ordinance No. 166,060), the Bureau of Sanitation assesses the anticipated wastewater flows from development projects at the time of connection, and makes the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The applicants for future development projects in the City will be required to submit a Sewer Capacity Availability Request to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Project and other cumulative development projects. If it is determined that the sewer system in the local area has insufficient capacity to serve a particular development, the developer of that project would be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate that project's increased flows. Each project would be evaluated on a case-by-case basis and would be

[111] *Better Buildings, U.S. Department of Energy, Showcase Project: Los Angeles Aqueduct Filtration Plant Modernization-Oxygen Plant Replacement, website: https://betterbuildingssolutioncenter.energy.gov/showcase-projects/los-angeles-aqueduct-filtration-plant-modernization-%E2%80%93-oxygen-plant-replacement, accessed: August 2019.*

[112] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Water Reclamation Plant, website: https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=6icwss7n_1440&_afrLoop=9645810457499202#!, accessed: August 2019.*

required to consult with the Bureau of Sanitation (for projects within the City) and comply with all applicable City and State water conservation programs and sewer allocation ordinances. Therefore, the cumulative impact would be less than significant.

Electricity

Implementation of the Project, in conjunction with the related projects, would increase demands for electrical power. As discussed above, LADWP utilizes renewable energy sources and is committed to meeting the requirement of the RPS Enforcement Program to use at least 50 percent of the State's energy from renewables by 2030. All new development in California is required to be designed and constructed in conformance with State Building Energy Efficiency Standards outlined in Title 24. It is possible that implementation of the related projects (and other development in the LADWP service area) could require the removal of older structures that were not designed and constructed to conform with the more recent and stringent energy efficiency standards. Nonetheless, the 2017 SLTRP considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. Through the SLTRP, the LADWP undertakes expansion or modification of electrical service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing electrical service. Any potential cumulative impacts related to electric power service would be addressed through this process. Therefore, cumulative impacts related to electricity supply and infrastructure would be less than significant.

Natural Gas

Implementation of the Project, in conjunction with the related projects, would increase demands for natural gas. Energy consumption by new buildings in California is regulated by the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of both residential and non-residential buildings and regulate insulation, glazing, lighting, shading, and water- and space-heating systems. Building efficiency standards are enforced through the local building permit process. The City has adopted green building standards consistent with Title 24 as the LA Green Building Code. Similar to the Project, the related projects must also abide by the same statues, regulations, and programs that mandate or encourage energy conservation. SCG is also required to plan for necessary upgrades and expansion to its systems to ensure that adequate service will be provided for other projects. Specifically, SCG regularly updates its infrastructure reports as required by law. In addition, there is no evidence to suggest that SCG will not be able to serve its service areas in the coming years as SCG has determined it can meet projected demand. Therefore, cumulative impacts are less than significant.

Telecommunications

Telecommunications are regulated by the Federal Communications Commission (FCC) and the California Public Utilities Commission (CPUC). Each of the related projects would be reviewed by the City to identify necessary new facilities and service connections to meet their respective needs. The Project's contribution to cumulative impacts with respect to telecommunications as well as infrastructure would not be cumulatively considerable and, thus, would result in a less than significant cumulative impact

Solid Waste

Less Than Significant Impact. Implementation of the Project in combination with the related projects and other projects within the Southern California region that are serviced by area landfills will increase regional demands on landfill capacities. Construction of the Project and other development projects

generate C&D waste, resulting in a cumulative increase in the demand for inert (unclassified) landfill capacity. Given the requirements of the Citywide C&D Debris Recycling Ordinance (Ordinance No. 181,519), which requires all mixed C&D waste generated within City limits be taken to a City-certified C&D waste processor, it is anticipated that future cumulative development within the City would also implement similar measures to divert C&D waste from landfills. As mentioned previously, the City is most commonly served by the Sunshine Canyon Landfill. This Class III landfill accepts non-hazardous solid waste including C&D waste. As of 2017 the Sunshine Canyon Landfill permits a daily intake of 12,100 tons, and has a remaining capacity of 68.0 million tons.[113] Thus, this landfill would be expected to have sufficient capacity to accommodate cumulative demand.

Operation of the Project in conjunction with the related projects would generate municipal solid waste and result in a cumulative increase in the demand for waste disposal capacity at Class III landfills. The countywide demand for landfill capacity is continually evaluated by Los Angeles County through preparation of the County Integrated Waste Management Plan Annual Reports. Each Annual Report assesses future landfill disposal needs over a 15-year planning horizon. As such, the 2017 Annual Report (published April 2019 and the most recent available) projects waste generation and available landfill capacity through 2032.[114] Moreover, a State-mandated 75 percent landfill diversion rate is required by 2020, which would reduce the amount of solid waste being landfilled for the Project and related projects. Therefore, cumulative impacts from solid waste would be less than significant.

20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

a) Impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project Site is not located in a Very High Fire Hazard Severity Zone;[115] nor is the Project Site within a wildland fire hazard area.[116] The Project Site is located in an established urban area that is well served by an existing roadway network. There are no critical facilities, lifeline systems, or disaster routes in the immediate vicinity of the Project Site.[117,118] However, E. 1st Street and S. Soto Street are classified as Secondary Disaster Routes by Los Angeles County.[119] Nonetheless, as discussed in Section VI.17, Transportation, above, the Project would not result in any significant traffic impacts. Moreover, the

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[113] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2017 Annual Report, published April 2019,, website: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF, accessed: August 2019.*

[114] *Ibid.*

[115] *City of Los Angeles Department of City Planning Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: August 2019.*

[116] *City of Los Angeles Department of City Planning, Los Angeles City General Plan Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles, Adopted November 1996.*

[117] *City of Los Angeles Department of City Planning, Los Angeles City General Plan Safety Element, Exhibit H, Critical Facilities & Lifeline Systems in the City of Los Angeles, Adopted November 1996.*

[118] *Ibid.*

[119] *Los Angeles County Department of Public Works, Disaster Route Maps, City of Los Angeles West Area, website: http://dpw.lacounty.gov/dsg/disasterroutes/map/disaster_rdm-South.pdf, accessed: August 2019.*

Project would not cause permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way. An emergency response plan would be submitted to LAFD during review of plans as part of the standard building permit process. Furthermore, no full road closures are anticipated during construction of the Project, and none of the surrounding roadways would be impeded. Access for emergency service providers and any evacuation routes would be maintained during construction and operation. Therefore, with respect to wildfire hazards, the Project construction would not result in the impairment of an adopted emergency response plan or emergency evacuation plan. No impact would occur and no mitigation measures would be required.

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 wildfire?

No Impact. The Project Site is not located in a Very High Fire Hazard Severity Zone;[120] nor is the Project Site within a wildland fire hazard area.[121] The Project is not located in a sloped area and is surrounded by urban development. As such, the Project would not exacerbate wildland risks, and would not expose occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. No impact would occur and no mitigation measures would be required.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, 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 in a Very High Fire Hazard Severity Zone;[122] nor is the Project Site within a wildland fire hazard area.[123] The Project will not require the installation of infrastructure that may exacerbate fire risk. Project operation would generate traffic in the Project Site vicinity and would result in some modifications to access to the Project Site from the streets that surround it. However, adequate access to evacuation routes and emergency access to the Project Site and to the surrounding area would continue to be provided. Future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for patrons, employees, and residents. Project Site access and circulation plans would be subject to review and approval by the LAFD. No impact would occur and no mitigation measures would be required.

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[120] *City of Los Angeles Department of City Planning Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: August 2019.*

[121] *City of Los Angeles Department of City Planning, Los Angeles City General Plan Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles, Adopted November 1996.*

[122] *City of Los Angeles Department of City Planning Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: August 2019.*

[123] *City of Los Angeles Department of City Planning, Los Angeles City General Plan Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles, Adopted November 1996.*

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 in a Very High Fire Hazard Severity Zone;[124] nor is the Project Site within a wildland fire hazard area.[125] The Project Site is surrounded by urban development and is not adjacent to any wildlands. As discussed in Section VI.10, *Hydrology and Water Quality*, according to the City of Los Angeles General Plan Safety Element, the Project Site is not located with a 100-Year or 500-Year flood plain. In addition, the Project Site is not located within the proximity of an enclosed body of water. The Project Site is relatively flat with little topography that would expose people or structures to landslides. With implementation of the Project, rainwater harvesting and/or bio-filtration flow-through planters would be provided and the overflow discharge would be discharged to S. Soto Street and E. 1st Street via a curb drain or parkway drain. The Project would not contain uses or activities that would exacerbate existing environmental conditions. As discussed in Section VI.7, *Geology and Soils*, the Project Site is not located within a landslide inventory area. As such, there is no impact in relation to risks associated with downslope or downstream flooding or landslides as a result of runoff or post fire slope instability or drainage changes. No impact would occur and no mitigation measures would be required.

Cumulative Impacts

No Impact. The related projects are all located highly urbanized areas, would not contain wildland features, and are not located adjacent to any wildland areas. Any related projects would be subject to established guidelines and building code regulations and construction procedures pertaining to fire and seismic hazards. All related projects would be subject to review by the LAFD for compliance with Fire Code and Building Code regulations related to emergency response, emergency access, and fire safety. As such, cumulative impacts would not be cumulatively considerable and there would be no impact..

21. MANDATORY FINDINGS OF SIGNIFICANCE

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?

Less Than Significant. The preceding analysis does not reveal any significant immitigable impacts to the environment. The Project Site is located within a highly urbanized area and two of the Project Site's parcels currently vacant. The other four Project parcels include the Metro Soto Station and Plaza. There is no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan applies to the Project. No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located on the Project Site or in the surrounding area.

However, the Project Site does include trees that could support raptor and/or songbird nests. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and

[124] *City of Los Angeles Department of City Planning Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: August 2019.*

[125] *City of Los Angeles Department of City Planning, Los Angeles City General Plan Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles, Adopted November 1996.*

Wildlife Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Project implementation would result in the loss of the existing trees on site. Therefore, the Project would comply with regulatory compliance measure RCM BIO-1 to ensure impacts to migratory birds are reduced. As such, impacts related to disturbance to nesting birds would be reduced to less than significant.

The Project would not eliminate important examples of the major periods of California history or prehistory. As discussed in Section VI.5, there are no historical resources on the Project Site and no historical resources would be demolished, altered, or relocated as a result of the Project.

Since Project-related excavation is expected to extend to approximately 11 feet below existing surface, it could encounter paleontological resources and result in a potentially significant impact to paleontological resources. However, construction-phase procedures would be implemented in the event any important archaeological or paleontological resources are discovered during grading and excavation activities, consistent with the prescribed Project specific mitigation measures. Overall, based on the preceding analysis of potential impacts, no evidence is presented that the Project would degrade the quality of the environment.

Impacts related to the substantial degradation of the environment would be less than significant.

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. As concluded throughout this SCEA, cumulative impacts related to all of the above environmental factors would be less than significant. No mitigation measures are required.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant. Based on the preceding environmental analysis, the Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less-than-significant levels through either regulatory compliance and/or the implementation of project design features including PDF HAZ-1, the implementation of a soil vapor barrier, identified within this SCEA analysis. Impacts would be less than significant.

Appendix A

Tree Report

Los Lirios Apartments Arborist Report

Prepared for East LA Community Corporation
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Background

I was contacted in September of 2018 by Jacqueline Monterrosas. She asked for me to prepare a Protected Tree Report per the requirements of the City of Los Angeles planning department. Two vacant parcels and a portion of an existing transit station were proposed for development into an apartment complex.

I visited the property on October 18, 2018 at 2pm to collect data for this report. I prepared a Protected Tree Report with my findings later that day.

In January of 2019, I was contacted by Lauren Quan of ELACC. She asked me to update the report to include the removal of several trees not originally marked for removal in the first report. I prepared an updated report on January 16, 2018 to reflect those changes.

In December of 2019, I was contacted by MaeKeng L. Chinn of GGA Architects. She asked me to update the report to include two new street trees that had been planted since I prepared my initial report. I visited the site again on December 16, 2019 at 2pm. I re-verified that all of the previously tagged and measured trees were still present and that the tree report reflected accurate data. I also photographed and measured the two new trees and added them to this report.

Project Description

An apartment complex will be constructed over two vacant lots and a portion of the Soto Metro Station. Several existing trees will be removed because they are growing within the footprint of the proposed project.

There are no protected trees on the subject property per Ordinance 177,404 covering native trees: Native Oaks (*Quercus sp.)*, California Sycamore (*Platanus racemosa*), California Black Walnut (*Juglans californica*), and Bay Laurel (*Umbellularia californica*). There are nine London Planetrees (*Platanus x hispanica*) on the site. These trees share similar characteristics to the protected California Sycamore (*P. racemosa*), but their fruits are borne singly instead of in threes and fives, identifying them as the non-protected *P. x hispanica* and not the protected *P. racemosa* (See Figure 31).

There are no protected trees on neighboring properties that will be affected by the proposed construction.

Subject Trees!

	Tree 1 *Handroanthus sp.* – Trumpet Tree This is a street tree. It shows signs of sunburn and a mechanical injury on the trunk. No treatment is recommended at this time. This tree is not likely to be affected by the proposed construction. This tree is far enough from the construction site that no tree protection fencing is needed.
	Tree 2 *Handroanthus sp.* – Trumpet Tree This is a street tree. It shows signs of sunburn and a mechanical injury on the trunk. No treatment is recommended at this time. This tree is not likely to be affected by the proposed construction. This tree is far enough from the construction site that no tree protection fencing is needed.
	Tree 3 *Afrocarpus falcatus* – African Fern Pine This tree is not protected. It has a buried root collar and a thinning canopy. This tree will be removed as part of the proposed construction.

	Tree 4 *Afrocarpus falcatus* – African Fern Pine This tree is not protected. It has a thinning canopy. This tree will be removed as part of the proposed construction.
	Tree 5 *Afrocarpus falcatus* – African Fern Pine This tree is not protected. It is leaning and has a thinning canopy. This tree will be removed as part of the proposed construction.
	Tree 6 *Afrocarpus falcatus* – African Fern Pine This tree is not protected. It has a thinning canopy. This tree will be removed as part of the proposed construction.

	Tree 7 *Afrocarpus falcatus* – African Fern Pine This tree is not protected. It has a thinning canopy. This tree will be removed as part of the proposed construction.
	Tree 8 *Afrocarpus falcatus* – African Fern Pine This tree is not protected. It is healthy. This tree will be removed as part of the proposed construction.
	Tree 9 *Platanus x hispanica* – London Plane Tree This tree is not protected. It shows signs of minor anthracnose. It is still healthy. This tree will be removed as part of the proposed construction.

	Tree 10 *Afrocarpus falcatus* – African Fern Pine This tree is not protected. It has a thinning canopy This tree will be removed as part of the proposed construction.
	Tree 11 *Afrocarpus falcatus* – African Fern Pine This tree is not protected. It is healthy. This tree will be removed as part of the proposed construction.
	Tree 12 *Afrocarpus falcatus* – African Fern Pine This tree is not protected. It has a thinning canopy. This tree will be removed as part of the proposed construction.

	Tree 13 *Washingtonia robusta* – Mexican Fan Palm This tree is not protected. It is healthy. This tree will be removed as part of the proposed construction.
	Tree 14 *Washingtonia robusta* – Mexican Fan Palm This tree is not protected. It is healthy. This tree will be removed as part of the proposed construction.
	Tree 15 *Washingtonia robusta* – Mexican Fan Palm This tree is not protected. It is healthy. This tree will be removed as part of the proposed construction.

	Tree 16 *Washingtonia robusta* – Mexican Fan Palm This tree is not protected. It is healthy. This tree will be removed as part of the proposed construction.
	Tree 17 *Washingtonia robusta* – Mexican Fan Palm This tree is not protected. It is healthy. Pruning of dead fronds is recommended. This tree will be retained in the landscape.
	Tree 18 *Washingtonia robusta* – Mexican Fan Palm This tree is not protected. It is healthy. Pruning of dead fronds is recommended. This tree will be retained in the landscape.

	Tree 19 *Washingtonia robusta* – Mexican Fan Palm This tree is not protected. It is healthy. Pruning of dead fronds is recommended. This tree will be retained in the landscape.
	Tree 20 *Platanus x hispanica* – London Plane Tree This tree is not protected. It shows signs of minor anthracnose. It is still healthy. Crown raising to 10 feet is recommended. This tree will be retained in the landscape.
	Tree 21 *Platanus x hispanica* – London Plane Tree This tree is not protected. It shows signs of minor anthracnose. It is still healthy. Crown raising to 10 feet is recommended. This tree will be retained in the landscape.

	Tree 22 *Platanus x hispanica* – London Plane Tree This tree is not protected. It shows signs of minor anthracnose. It is still healthy. Crown raising to 10 feet is recommended. This tree will be retained in the landscape.
	Tree 23 *Platanus x hispanica* – London Plane Tree This tree is not protected. It shows signs of anthracnose. This tree will be removed as part of the proposed construction.
	Tree 24 *Platanus x hispanica* – London Plane Tree This tree is not protected. It shows signs of anthracnose. This tree will be removed as part of the proposed construction.

	Tree 25 *Platanus x hispanica* – London Plane Tree This tree is not protected. It shows signs of anthracnose. This tree will be removed as part of the proposed construction.
	Tree 26 *Platanus x hispanica* – London Plane Tree This tree is not protected. It shows signs of anthracnose. This tree will be removed as part of the proposed construction.
	Tree 27 *Platanus x hispanica* – London Plane Tree This tree is not protected. It shows signs of anthracnose. It has a bleeding canker and a mechanical injury on the trunk. This tree will be removed as part of the proposed construction.

	Tree OP28 *Syagrus romanzoffiana* – Queen Palm This tree is not protected. It is growing on a neighboring property. It shows signs of minor drought stress. No treatment is recommended at this time. This tree is not likely to be affected by the proposed construction.
	Tree 29 *Podocarpus gracilior* – Fern Pine This tree is a street tree. It was recently planted within the past year. It is healthy. No treatment is recommended at this time. This tree is not likely to be affected by the proposed construction if the tree protection fencing is not crossed.
	Tree 30 *Pistacia chinensis* – Chinese Pistache This tree is a street tree. It was recently planted within the past year. It is healthy. No treatment is recommended at this time. This tree is not likely to be affected by the proposed construction if the tree protection fencing is not crossed.

Matrix of All Trees On Site

Tree #	Tag #	Species	Common Name	DBH	Height	Spread	Condition	Treatment	Rating	Protect	Remove	Natural
1	843	*Handroanthus sp.*	Trumpet Tree	4”	15’	10’	Sunburn, trunk mechanical injury	none	B-	Street	No	No
2	844	*Handroanthus sp.*	Trumpet Tree	2.5”	12’	8’	Sunburn, trunk mechanical injury	none	C-	Street	No	No
3	845	*Afrocarpus falcatus*	African Fern Pine	6”	24’	15’	Buried root collar, thinning canopy	Remove tree	B	No	Yes	No
4	486	*Afrocarpus falcatus*	African Fern Pine	7”	24’	15’	Thinning canopy	Remove tree	B	No	Yes	No
5	487	*Afrocarpus falcatus*	African Fern Pine	6”	22’	15’	leaning, thinning canopy	Remove tree	B	No	Yes	No
6	848	*Afrocarpus falcatus*	African Fern Pine	7”	24’	15’	Thinning canopy	Remove tree	B	No	Yes	No
7	849	*Afrocarpus falcatus*	African Fern Pine	5.5”	25’	15’	Thinning canopy	Remove tree	B	No	Yes	No
8	850	*Afrocarpus falcatus*	African Fern Pine	6”	25’	15’	healthy	Remove tree	A	No	Yes	No
9	851	*Platanus x hispanica*	London Plane Tree	4.5”	18’	15’	Minor anthracnose, still healthy	Remove tree	A-	No	Yes	No
10	852	*Afrocarpus falcatus*	African Fern Pine	5.5”	20’	15’	thinning canopy	Remove tree	B	No	Yes	No
11	853	*Afrocarpus falcatus*	African Fern Pine	7”	25’	15’	healthy	Remove tree	A	No	Yes	No
12	854	*Afrocarpus falcatus*	African Fern Pine	8”	20’	15’	Thinning canopy	Remove tree	B	No	Yes	No
13	855	*Washingtonia robusta*	Mexican Fan Palm	11”	35’	10’	Healthy	Remove tree	A	No	Yes	No
14	856	*Washingtonia robusta*	Mexican Fan Palm	11”	35’	10’	Healthy	Remove tree	A	No	Yes	No
15	857	*Washingtonia robusta*	Mexican Fan Palm	11”	35’	10’	Healthy	Remove tree	A	No	Yes	No
16	858	*Washingtonia robusta*	Mexican Fan Palm	11”	35’	10’	Healthy	Remove tree	A	No	Yes	No
17	859	*Washingtonia robusta*	Mexican Fan Palm	11”	35’	10’	Healthy	Prune dead fronds	A	No	No	No
18	860	*Washingtonia robusta*	Mexican Fan Palm	11”	35’	10’	Healthy	Prune dead fronds	A	No	No	No
19	861	*Washingtonia robusta*	Mexican Fan Palm	11”	35’	10’	Healthy	Prune dead fronds	A	No	No	No
20	862	*Platanus x hispanica*	London Plane Tree	5”	20’	20’	Minor anthracnose, still healthy	Crown raising to 10 feet	A-	No	No	No
21	863	*Platanus x hispanica*	London Plane Tree	3.5”	20’	15’	Anthracnose, thinning canopy	Crown raising to 10 feet	B-	No	No	No
22	864	*Platanus x hispanica*	London Plane Tree	4”	20’	10’	anthracnose, thinning canopy	Crown raising to 10 feet	B-	No	No	No
23	865	*Platanus x hispanica*	London Plane Tree	3.5”	20’	10’	anthracnose	Remove tree	B	No	Yes	No
24	866	*Platanus x hispanica*	London Plane Tree	4”	20’	15’	anthracnose	Remove tree	B	No	Yes	No
25	867	*Platanus x hispanica*	London Plane Tree	3.5”	20’	10’	anthracnose	Remove tree	B	No	Yes	No
26	868	*Platanus x hispanica*	London Plane Tree	4.5”	20’	15’	anthracnose	Remove tree	B	No	Yes	No
27	869	*Platanus x hispanica*	London Plane Tree	4"	20’	10’	anthracnose, bleeding canker, mechanical injury on trunk	Remove tree	B-	No	Yes	No
OP28	No ta	*Syagrus romanzoffiana*	Queen Palm	~10”	26’	15’	Minor drought stress	None	B	No	No	No
29	29904	*Podocarpus gracilior*	Fern Pine	1"	8'	4'	Healthy	None	A	street	No	No
30	29895	*Pistacia chinensis*	Chinese Pistache	1.5"	10'	5'	Healthy	None	A	street	No	No

Protected Trees
There are no protected trees.

Protected Trees to be Removed
No protected trees will be removed.

Protected Trees to Remain on Site
There are no protected trees.

Mitigation Trees
No protected trees will be removed, so no mitigation trees are required.

Recommendations and Construction Impact Guidelines

- Erect construction fencing around the perimeter of the project footprint to exclude pedestrians at the Metro Station. This fencing will also exclude construction equipment from the publicly accessible side where the trees intended for preservation will be. There is already a fence at the property line near Tree OP28, so as long as the property line is not crossed, that tree is unlikely to be affected by construction as well. Also erect tree protection fencing around the perimeter of the drip lines of Trees 29 and 30.!

- Inform all construction personnel of the intention to preserve the trees marked for preservation. Many times damage occurs because workers are not aware of the importance of preserving the trees on site. This includes contractors and their respective subcontractors as well.!

- If any changes are made to the plans resulting in any new excavation or equipment access within the drip line of any tree, the project arborist should be informed. Additional protection measures may need to be discussed.!

- If any injury should occur to a tree during construction, the project arborist should be informed within 24 hours so it may be evaluated and treated as soon as possible.!

Limitations

My observations are based on a strictly visual inspection of the property, and some hidden or buried symptoms and signs may not have been observed. I did not conduct excavation, coring, or climbing inspection to make observations. My analysis is only based on the observations I gathered at the time of inspection. I do not guarantee the safety of the subject trees. There is no warranty or guarantee, expressed or implied, that problems or deficiencies may not arise in the future.

Arborists are tree specialists who use their knowledge, education, training, and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek additional advice.

Arborists cannot detect every condition that could possibly lead to structural failure of a tree. Trees are living organisms that fail in ways not fully understood. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like any medicine, cannot be guaranteed.

Treatment, pruning, and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, 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 can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.

Site Map

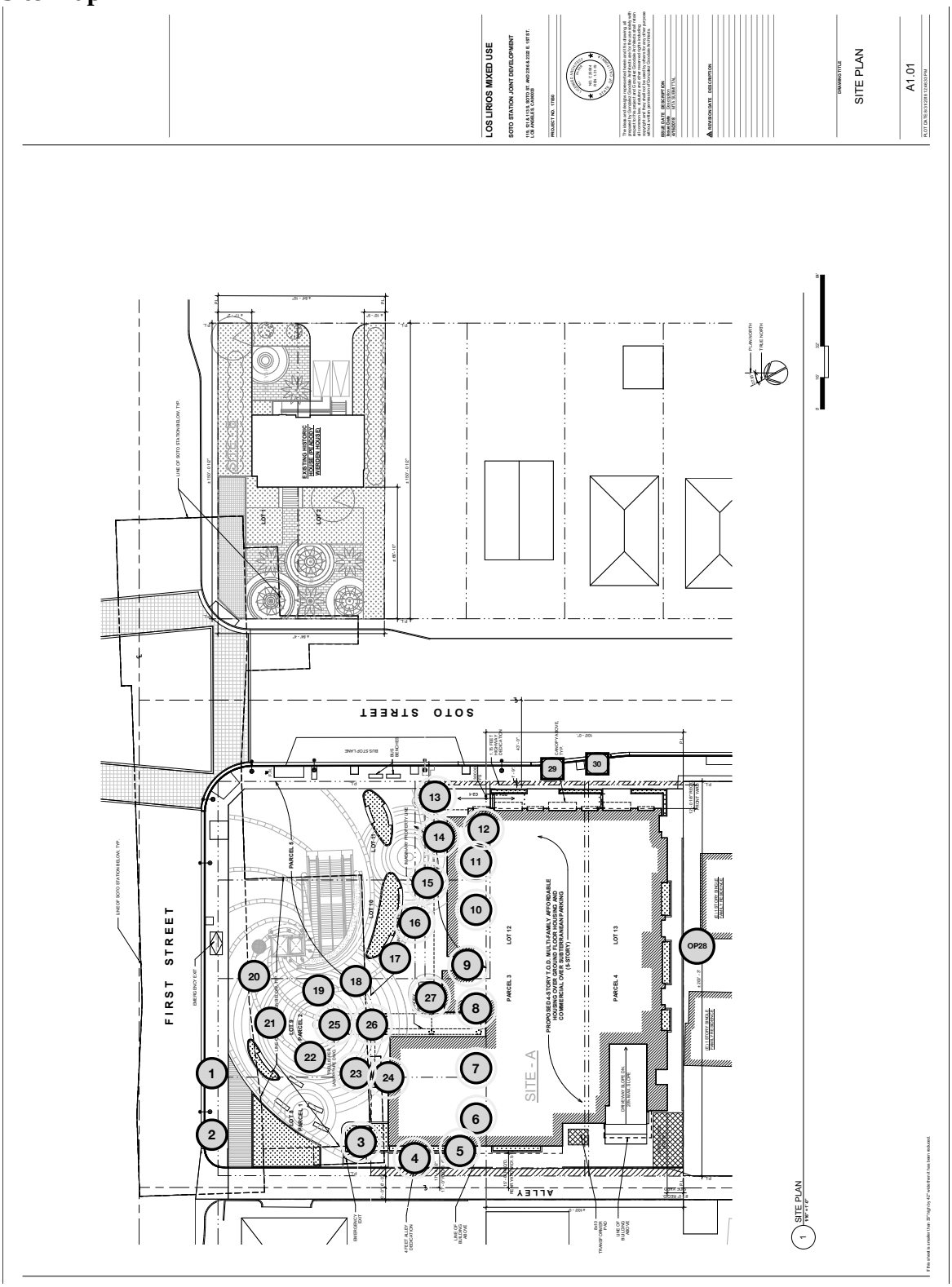

Figure 1: Site map of the subject trees. Trees that are not a protected species are shown in grey. Trees marked for removal are shown in red."

Site Photos

!

Figure 2 : Tree 1 is a street tree. It is not likely to be affected by the proposed construction.

!

Figure 3 : Tree 2 is a street tree. It is not likely to be affected by the proposed construction.

!

Figure 4: Tree 3 is not protected. It will be removed.

!

Figure 5: Tree 4 is not protected. It will be removed.

!

Figure 6: Tree 5 is not protected. It will be removed.

!

Figure 7: Tree 6 is not protected. It will be removed.

!

Figure 8: Tree 7 is not protected. It will be removed.

!

Figure 9: Tree 8 is not protected. It will be removed.

!

Figure 10: Tree 9 is not protected. It will be removed.

!

Figure 11: Tree 10 is not protected. It will be removed.

!

Figure 12: Tree 11 is not protected. It will be removed.

!

Figure 13: Tree 12 is not protected. It will be removed.

!

Figure 14: Tree 13 is not protected. It will be removed.

!

Figure 15: Tree 14 is not protected. It will be removed.

!

Figure 16: Tree 15 is not protected. It will be removed.

!

Figure 17: Tree 16 is not protected. It will be removed.

!

Figure 18: Tree 17 is not protected. It will be retained in the landscape.

!

Figure 19: Tree 18 is not protected. It will be retained in the landscape.

!

Figure 20: Tree 19 is not protected. It will be retained in the landscape.

!

Figure 21: Tree 20 is not protected. It will be retained in the landscape.

!

Figure 22: Tree 21 is not protected. It will be retained in the landscape.

!

Figure 23: Tree 22 is not protected. It will be retained in the landscape.

!

Figure 24: Tree 23 is not protected. It will be removed.

!

Figure 25: Tree 24 is not protected. It will be removed.

!

Figure 26: Tree 25 is not protected. It will be removed.

!

Figure 27: Tree 26 is not protected. It will be removed.

!

Figure 28: Tree 27 is not protected. It will be removed.

!

Figure 29: Tree OP28 is not protected. It is growing on a neighboring property. It is unlikely to be affected by the proposed construction.

!

Figure 30: Tree 29 is a street tree. It will be preserved through construction.

!

Figure 31: Tree 30 is a street tree. It will be preserved through construction."

!
Figure 32: There are no trees on the southern lots.

!

Figure 33: The fruits on Tree 21 are born singly indicating London Plane Tree (*P. x hispanica*). The leaves have shallow lobes and the lobes are more angular than those of the protected *P. racemosa*.

Appendix B

Historic Records Search

South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395

California Historical Resources Information System

Los Angeles, Orange, Ventura and San Bernardino Counties

Records Search Request for the project area referenced above, located on the Los Angeles, CA USGS 7.5' quad. The following summary reflects the results of the records search for the project area and ¼-mile radius. The search includes a review of all recorded archaeological and built environment resources as well as a review of cultural resource reports on file. The California Register of Historical Resources (CRHR), the California Register of Historic Places (NRHP), the California State Historic Properties Directory (HPD), and the City of Los Angeles Historic Cultural Monuments (LAHCM) listings are reviewed for the above referenced project site and a ¼-mile radius. Due to the sensitive nature of cultural resources, archaeological site locations are not released.

RECORDS SEARCH RESULTS SUMMARY

Archaeological Resources*	Within project area: 0
(*see note below)	Within

	Within project area: 1 Within ¼-mile radius: 22
OHP Historic Properties Directory (HPD)	Within project area: 0 Within ¼-mile radius: 42
California Points of Historical Interest (SPHI)	Within project area: 0 Within ¼-mile radius: 0
California Historical Landmarks (SHL)	Within project area: 0 Within ¼-mile radius: 0
California Register of Historical Resources (CAL REG)	Within project area: 0 Within ¼-mile radius: 11

National Register of Historic Places (NRHP)	Within project area: 0 Within ¼-mile radius: 2
Archaeological Determinations of Eligibility (ADOE):	Within project area: 0 Within ½-mile radius: 0
City of Los Angeles Historic-Cultural Monuments (LAHCM)	Within project area: 0 Within ¼-mile radius: 3

HISTORIC MAP REVIEW - Pasadena, CA (1896, 1900) 15' USGS historic maps indicate that in 1896 there was no visible development within the project area. There was visibly dense development within a ½-mile radius which included several buildings and roads. In addition, there were two intermittent streams and the historic place name of Brooklyn Heights. In 1900, there was little to no visible change and all previously mentioned features still remained.

RECOMMENDATIONS

The ground surface of the project area is significantly disturbed, but buried cultural resources may remain. At least two structures appeared to be standing on the subject property in 2004. By 2005, they were demolished. Given the age of the adjacent standing structures and the remaining character of the neighborhood, the demolished structures were likely in excess of 50 years old and may have been from the late 1800s. There also were two recorded archaeological sites within a ¼-mile radius of the project site – one of which was adjacent to the project site. Therefore, in order to assess archaeological sensitivity, an archaeological monitor should be retained to monitor ground-disturbing activities. In the event that cultural resources are observed, all work within the vicinity of the find should be diverted until the archaeologist can assess and record the find and make recommendations. Finally, it is also recommended that the Native American Heritage Commission be consulted to identify if any additional traditional cultural properties or other sacred sites are known to be in the area. The NAHC may also refer you to local tribes with particular knowledge of potential sensitivity. The NAHC and local tribes may offer additional recommendations to what is provided here and may also request an archaeological monitor.

For your convenience, you may find a professional consultant**at www.chrisinfo.org. Any resulting reports by the qualified consultant should be submitted to the South Central Coastal Information Center as soon as possible.

**The SCCIC does not endorse any particular consultant and makes no claims about the qualifications of any person listed. Each consultant on this list self-reports that they meet current professional standards.

If you have any questions regarding the results presented herein, please contact the office at 657.278.5395 Monday through Thursday 9:00 am to 3:30 pm. Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,

3-10-2020

Isabela Kott
GIS Technician

*=When we report that no archaeological resources are recorded in your project area or within a specified radius around the project area; that does not necessarily mean that nothing is there. It may simply mean that the area has not yet been studied and that no information regarding the archaeological sensitivity of the property is available. The reported records search result does not preclude the possibility that surface or buried artifacts may be found during a survey of the property or ground-disturbing activities.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

Appendix C

Air Quality and Noise Report

Air Quality & Noise Analyses
Los Lirios Mixed-Use Project

119, 121, 113 S. Soto Street &
2316, 2322 E. 1st Street
Los Angeles, California 90033

Prepared by:

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April 2019

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Appendix A: Air Quality Data
Appendix B: Noise Monitoring Data

1.0 INTRODUCTION

The purpose of this report is to examine the degree to which the Project may result in significant environmental impacts with respect to air quality emissions and noise and vibration. Both short-term construction emissions occurring from activities such as site grading and haul truck trips, and operational emissions of the Project are discussed in this report. The potential for the Project to conflict with or obstruct implementation of the applicable air quality plan, to violate an adopted air quality standard or contribute substantially to an existing or projected air quality violation, to result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is designated to be in non-attainment, to expose sensitive receptors to substantial pollutant concentrations, or to create objectionable odors affecting a substantial number of people are discussed herein. Additionally, this report includes an evaluation of potential impacts associated with substantial temporary and permanent increases in ambient noise levels in the vicinity of the Project Site; exposure of people in the vicinity of the Project Site to excessive noise or groundborne vibration levels; and whether exposure is in excess of standards established in the City. This report can be attached to or kept on file for CEQA documentation.

2.0 PROJECT OVERVIEW

The Project Site is located at 113, 119 and 121 S. Soto Street, and 2316 and 2322 E. 1st Street in the Boyle Heights Community Plan area of the City. The Project Site is 48,656 square feet (1.06 acres) in size and does not contain any existing structures. However, part of the Project Site is within the Metro Soto Station Plaza. See Figure 1, Aerial Photograph of the Project Site. The Project proposes the development of a 5-story mixed-use affordable housing building including 64[1] residential units, 4,265 square feet of ground floor commercial uses, and 56 parking spaces and one loading space in one level of subterranean parking. See Figure 2, Project Site Plan. Approximately 12,908 cubic yards of soil and debris will be exported. This analysis assumes the Project will be operational in 2021.

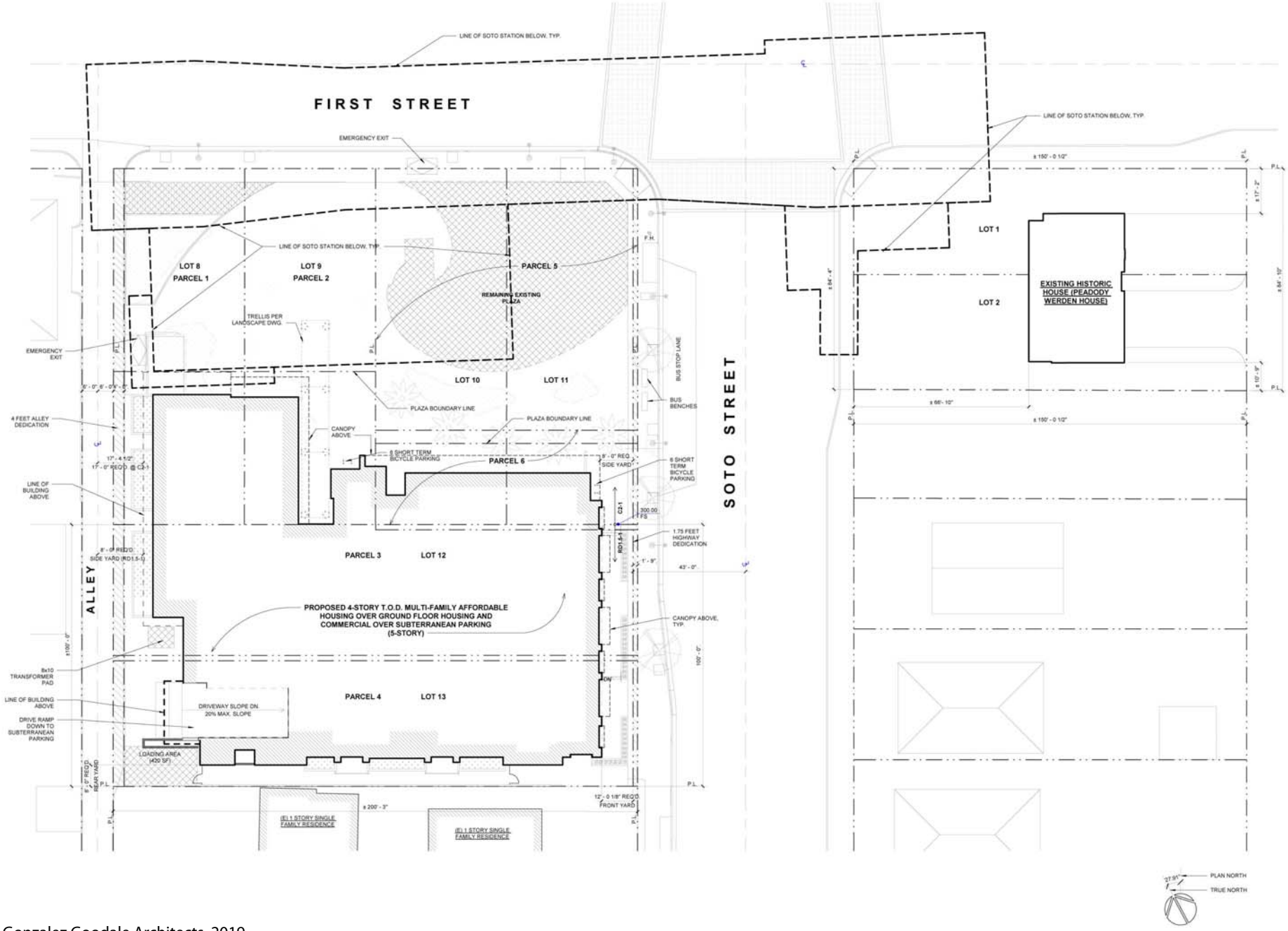
The Project Site is near the S. Soto Street and E. 1st Street intersection. The site is zoned C2-1-CUGU and RD1.5-1-CUGU and has a General Plan Designat[illegible] and Limit[illegible] Developments within the vicinity of the Project Site consist primarily of single-family and multi-family residences, and commercial uses along E. 1st Street. The Project is served by Metro bus lines 251, 252, 605, 751, and 30/330 and would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line.

[1] The Project originally proposed 66 dwelling units, which was analyzed in the Project's Transportation Impact Study (Linscott Law & Greenspan, July 2018). Accordingly, this Air Quality and Noise Report reflects the data from the Project's Transportation Impact Study. It should also be noted that the reduction of two units compared to what is analyzed herein, would result in slightly reduced impacts. Thus, this analysis represents a worst-case scenario.



POMEROY ENVIRONMENTAL SERVICES

Figure 1
Aerial Photograph of the Project Site



Source: Gonzalez Goodale Architects, 2019.

POMEROY ENVIRONMENTAL SERVICES

Figure 2
Project Site Plan

3.0 AIR QUALITY ANALYSIS

Consistent with Appendix G of the State CEQA Guidelines, a significant impact may occur if a project would:

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

a) A significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP), or would in some way represent a substantial hindrance to employing the policies, or obtaining the goals, of that plan.

The South Coast Air Quality Management District SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on March 3, 2017. This AQMP, referred to as the 2016 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2016 AQMP identifies the control measures that will be implemented over a 15-year horizon to reduce major sources of pollutants. Implementation of control YˆSÎ·ăđzℕŠă ŠăúÎ·ōfℓăKŠŘ ℵy˝úĹŠ LJℕŠØℵ2đzǎ ! v a tă KÎ·ă ădzōăúÎ·yűℵÎ·ffè ŘŠŎℕŠÎ·ăŠŘ úĹŠ LJ2LJdzfÎ·úℵ2yℚă ŠÈLJ2ădzℕŠ ú2 unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin. The future air quality levels projected in the 2016 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by the Southern California Association of Governments (SCAG) in its most current version of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted April 7, 2016. The 2016 AQMP also assumes that general development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures.

For development projects, SCAQMD recommends that consistency with the current AQMP be determined by comparing the population generated by a project to the population projections used in the development of the AQMP. As mentioned above, the Project is located within the Boyle Heights

Community Plan ŀ·ℕŜŀ·φ !ă ŁJŀ·ℕű 2₮ űKŜ /ƛűèΩă DŜyŜℕŀ·f tfŀ·yΣ the Boyle Heights Community Plan (Community Plan) was adopted in 1998 and sets forth goals, objectives, policies, and implementation programs that pertain to the Boyle Heights. The Community Plan offers projections for population, housing, and employment for the area up to the year 2010. Since the Project is expected to become operational in 2021 űKƛă ℕŜŁJ2ℕű ŀ·yŀ·fèÎŜă Ŏ2ϒŁJfŧŀ·yŎŜ ǿƛűK űKŜ ! v a t űKℕ2ʤzƎK { / ! DΩă ŁJ2ŁJʤzfŀ·ûƛ2yϒŜăûƛϒŀ·ûŜă ƛyϒűKŜ нлмc w¢tκ{/{ as they are the most current estimates. tℕ2ȣŜŎűă űKŀ·ű ŀ·ℕŜ Ŏ2yãƛăűŜyű ǿƛűK { / ! DΩă ŀ·ŁJŁJfŧŎŀ·ōfŜ Ǝℕ2ǿűK projections would not interfere with air quality attainment because this growth is included in the projections used in the formulation of the 2016 AQMP. As such, projects, land uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP. The Project would comply with all SCAQMD rules and regulations that are applicable to the Project; the Project Applicant is not requesting any exemptions from the currently adopted or proposed SCAQMD rules.

The Project proposes the development of a 5-story mixed-use affordable housing building including 64 residential units, 4,265 square feet of ground floor commercial uses, and 56 parking spaces and one loading space in one level of subterranean parking. As part of its comprehensive planning process for the Southern California region, SCAG has divided its jurisdiction into 14 subregions. The Project Site is located within the City of Los Angeles subregion, which includes all areas within the boundaries of the City of Los !yƎŜfŜă{/!DΩă нлмн Ƙ2ʤzăƛyƎ Ŝăűƛϒŀ·ûŜă ₮2ℕ űKŜ /ƛűèŀ·ℕŜ мΣонрΣрлл ű2űŀ·f Ƙ2ʤzăƛyƎ ʤzyƛűă ŀ·yŘ Ŝăűƛϒŀ·ûŜă űKŜ housing of the City will increase to 1,690,300 housing units by 2040, a 27.5 percent increase.[2] ¢KŜ tℕ2ȣŜŎűΩă addition of 64 housing units would account for less than 0.02 percent of the total growth from 2012 to нлплφ ¢KʤzăΣ űKŜ tℕ2ȣŜŎűΩă ℕŜfŀ·ûλØŜfè ăϒŀ·ff ƛyŎℕŜŀ·ăŜ ƛϒƘ2ʤzăƛyƎ ǿ2ʤzfŘ y2ű Kŀ·ØŜ űKŜ Ł2ûŜyűƛŀ·f ű2 Ŏ2y₮fŧŎű ǿƛűK the regional growth projections for the Los Angeles subregion. In addition, and further discussed herein, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Thus, the Project would not impair implementation of the AQMP, and this impact would be less than significant.

b) A significant impact may occur if a project would add a considerable cumulative contribution to federal or State non-attainment pollutant. Measurements of ambient concentrations of the criteria pollutants are used by the U.S. EPA and the California Air Resources Board (ARB) to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and State standards. If a pollutant concentration in an area is lower than the standarŘΣ űKŜ ŀ·ℕŜŀ· ƛă Ŏfŀ·ăăƛ₮ƛŜŘ ŀ·ă ōŜƛyƎ ƛϒάŀ·ûűŀ·ƛyϒŜyűφє Ł₮ űKŜ ŁJ2ffʤzűŀ·yű ŜȄŎŜŜŘă űKŜ ăűŀ·yŘŀ·ℕŘΣ űKŜ ŀ·ℕŜŀ· ƛă Ŏfŀ·ăăƛ₮ƛŜŘ ŀ·ă ŀ· áy2y-ŀ·ûűŀ·ƛyϒŜyűє ŀ·ℕŜŀ·φ Ł₮ űKŜℕŜ ƛă y2ű Ŝy2ʤzƎK Řŀ·ûŀ· ŀ·Øŀ·ƛfŀ·ōfŜ ű2 determine whether the standard is exceeded in an area, the area is desiƎyŀ·ûŜŘ áʤzyŎfŀ·ăăƛ₮ƛŜŘφє !ûűŀ·ƛyϒŜyű

[2] *Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies, Demographics and Growth Forecast Appendix, Adopted April 2016, website: http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf, page 24 accessed: April 2019.*

status of the Basin with regard to the national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS) are shown in Table 1, Attainment Status for the South Coast Air Basin. As shown, the Basin is in nonattainment for ozone, PM_{10} and $PM_{2.5}$.

Table 1
Attainment Status for the South Coast Air Basin

Pollutant	Attainment Status	
	NAAQS	CAAQS
Ozone (1-Hour)	Non-Attainment (Extreme)	Non-Attainment
Ozone (8-Hour)	Pending ς Expect Non-Attainment (Extreme)	Non-Attainment
Carbon Monoxide (1- & 8-hour)	Attainment (Maintenance)	Attainment
Nitrogen Dioxide (1-Hour)	Unclassifiable/Attainment	Attainment
Nitrogen Dioxide (Annual)	Attainment (Maintenance)	Attainment
Sulfur Dioxide (1-Hour)	Designations Pending (expect Unclassified/Attainment)	Attainment
Sulfur Dioxide (24-Hour & Annual)	Unclassified/Attainment	attainment
PM_{10} (24-Hour)	Attainment (Maintenance)	Non-Attainment
PM_{10} (Annual)	N/A	Non-Attainment
$PM_{2.5}$ (24-Hour)	Non-Attainment (Serious)	N/A
$PM_{2.5}$ (Annual)	Non-Attainment (Moderate)	Non-Attainment
Lead	Non-Attainment (Partial)	Attainment
Source: SCAQMD, Air Quality Management Plan Appendix II website: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-ii.pdf?sfvrsn=4, accessed: April 2019.		

Because the South Coast Air Basin is currently in nonattainment for ozone, PM_{10} and $PM_{2.5}$, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that I· LJNJƧƧŜŎǘΩă LJƧǘŜƴǘƛI·f ŎƧƴǘNJƛōdzǘƛƧƴǘƧ ŎdzƴdzfI·ǘƛØŜ ƛƴLJI·Ŏǘǎ ōŜ I·ăăŜăăŜŘ dzǘƛfƛÎƛƴƎ ǘKŜ ăI·ƴŜ ăƛƎƴƛŦƛŎI·ƴŎŜ ŎNJƛǘŜNJƛI· as those for project specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.[3]

A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to an

[3] *South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, Appendix A, August 2003.*

existing or projected air quality violation. The Project Site is located in the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Basin. To address potential impacts from construction and operational activities, the SCAQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in Table 2, SCAQMD Thresholds of Significance, be considered significant. The City defers to these thresholds for the evaluation of construction and operational air quality impacts.

Table 2
SCAQMD Thresholds of Significance

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO_x)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_x)	150	150
Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55

Note: lbs = pounds.
Source: SCAQMD CEQA Handbook (SCAQMD, 1993), SCAQMD Air Quality Significance Thresholds, website: http://aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2; accessed: April 2019.

Regional Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 20 months, which is a conservative estimate and yields the maximum daily impacts. Shoring, excavation and site preparation would occur for approximately 1 month with an export of approximately 12,908 cubic yards of soil. Building construction would occur for approximately 19 months. This phase would include the construction of the proposed structure, connection of utilities, laying irrigation for landscaping, architectural coatings, and landscaping the Project Site.

These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving grading and site preparation would primarily generate $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod 2016.3.2) recommended by the SCAQMD to quantify the estimated daily emissions associated with Project construction. The results are presented in Table 3, Estimated Peak Daily Construction Emissions, which identifies daily emissions that are estimated to occur on peak construction days for each construction phase.

Table 3
Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Shoring/Excavation/Site Preparation Phase						
Fugitive Dust	--	--	--	--	2.09	1.12
Off-Road Diesel Equipment	1.35	15.09	6.45	0.01	0.68	0.63
On-Road Diesel (Hauling)	0.66	21.37	4.97	0.06	1.35	0.42
Worker Trips	0.04	0.03	0.32	0.01	0.09	0.02
Total Emissions	*2.05*	*36.49*	*11.74*	*0.08*	*4.21*	*2.19*
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Construction Phase						
Building Construction Off-Road Diesel Equipment	2.03	14.79	13.19	0.02	0.80	0.77
Building Construction Vendor Trips	0.04	1.28	0.37	0.01	0.08	0.03
Building Construction Worker Trips	0.30	0.21	2.37	0.01	0.67	0.18
Architectural Coatings	11.09	--	--	--	--	--
Architectural Coating Off-Road Diesel Equipment	0.22	1.53	1.82	0.01	0.09	0.09
Architectural Coatings Worker Trips	0.06	0.04	0.44	0.01	0.14	0.04
Total Emissions	*13.74*	*17.85*	*18.19*	*0.06*	*1.78*	*1.11*
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.
Calculation sheets are provided in Appendix A to this report.

These calculations assume compliance with SCAQMD Rule 1113 ς Architectural Coatings and appropriate dust control measures would be implemented as part of the Project during each phase of development as required by SCAQMD Rule 403 ς Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes (at least two times per day), applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. As shown in Table 3, construction-related daily emissions associated with the Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, regional construction impacts are considered to be less than significant. Localized air quality emissions are addressed under Question 3(d) below.

Regional Operational Emissions

The Project proposes the development of a 5-story mixed-use affordable housing building including 64 residential units, 4,265 square feet of ground floor commercial uses, and 56 parking spaces and one loading space in one level of subterranean parking. Operational emissions generated by area sources, motor vehicles and energy demand would result from normal day-to-day activities of the Project. The analysis of daily operational emissions associated with the Project has been prepared utilizing CalEEMod 2016.3.2 recommended by the SCAQMD. The results of these calculations are presented in Table 4, Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Project would be less than significant. Localized air quality emissions are addressed under Question 3(d) below.

Table 4
Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Area Sources	1.98	1.05	5.88	<0.01	0.11	0.11
Energy Demand	0.04	0.34	0.21	<0.01	0.03	0.03
Mobile (Motor Vehicles)	0.85	3.82	10.26	0.03	2.70	0.74
Total Project Emissions	2.87	5.21	16.35	0.04	2.83	0.88
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Area Sources	1.98	1.05	5.88	<0.01	0.11	0.11
Energy Demand	0.04	0.34	0.21	<0.01	0.03	0.03
Mobile (Motor Vehicles)	0.82	3.90	9.86	0.03	2.70	0.74
Total Project Emissions	2.85	5.28	15.95	0.04	2.83	0.88
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
Note: Column totals may not add due to rounding from the model results. *Calculation sheets provided in Appendix A to this report.*						

As discussed above, the mass daily construction and operational emissions generated by the Project would not exceed any of the thresholds of significance recommended by the SCAQMD. In addition, as discussed under threshold question a), the Project would not exceed SCAG projections for the City population and is therefore consistent with the AQMP. Also, as discussed below, localized emissions ƎŜyŜ№l·ǘŜŘ ōè ǘKŜ t№ƻƨŜŎǘ ǿƻdzfŘ yƻǘ ŜÈŎŜŜŘ ǘKŜ {/!v a 5Ωă [ƻŎl·fƛÎŜŘ {ƛƎyƛŦƛŎl·yŎŜ ¢K№ŜăKƻfŘă ó[{¢ăύφ Therefore, the Project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in nonattainment. Thus, cumulative air quality impacts associated with the Project would be less than significant.

c) A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function. The nearest air quality sensitive receptors to the Project Site are:

- adjacent residences to the south;
- residences to the west (20 feet);
- residences to the east (85 feet);
- residences to the north (150 feet); and
- school use to the southwest (480 feet).

Localized Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. The SCAQMD has developed localized significance threshold (LST) look-up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each Source Receptor Area (SRA) and various distances from the source of emissions.

In the case of this analysis, the Project Site is located within SRA 1 covering the Central Los Angeles area. The nearest sensitive receptors to the Project Site are residential uses within 25 meters. The closest ℕŜŐŜĽǔ2ℕ Řλăűl·yŐŜ λy˝úKŜ { / ! v a 5ℓă Y l·ăă ℕl·úŜ f22ʅ-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters. As mentioned previously, the Project Site is 1.06 acres in size. Therefore, consistent with SCAQMD recommendations, the LSTs for a one-acre site in SRA 1 with receptors located within 25 meters have been used to address the potential localized NOx, CO, PM_{10}, and $PM_{2.5}$ emissions to the area surrounding the Project Site.

As shown in Table 5, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for a one-acre site in SRA 1. Therefore, localized air quality impacts from Project construction activities on the off-site sensitive receptors would be less than significant.

Table 5
Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Shoring/ Site Preparation Emissions	15.09	6.45	2.77	1.75
SCAQMD Localized Thresholds	*74.00*	*680.00*	*5.00*	*3.00*
Potentially Significant Impact?	No	No	No	No
Building Construction Emissions	16.32	15.01	0.89	0.86
SCAQMD Localized Thresholds	*74.00*	*680.00*	*5.00*	*3.00*
Potentially Significant Impact?	No	No	No	No

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Building construction emissions include architectural coatings.
[a] The Project Site is 1.06 acres. Consistent with SCAQMD recommendations, the localized thresholds for all phases are based on a one-acre site with a receptor distance of 25 meters (82 feet) in SCAQMD's SRA 1.
[b] The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.
Calculation sheets are provided in Appendix A to this report.

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) from A-C to any level below C, and for any intersection rated D or worse where the project would increase the V/C ratio by two percent or more. . lăŜŘ 2y˝ŭKŜ t₪2²ŜŎúůă ¢₪l·ŦŦ∧Ŏ wŜLJ2₪ŭΣ[4] the Project is not anticipated to have significant traffic impacts at any of the 5 study intersections. Thus, the Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard, or 0.45 ppm for the eight-hour CO standard at any local intersection. Therefore, impacts with respect to localized CO concentrations would be less than significant.

Toxic Air Contaminants (TAC)

As the Project consists of residential and commercial uses, the Project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from Project implementation. In addition, construction activities associated with the Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations

[4] *Linscott, Law & Greenspan, Engineers, Transportation Impact Study, Los Lirios Mixed-Use Project, City of Los Angeles, California, July 18, 2018.*

of these emissions. In addition, construction activity would not result in long-term substantial sources of diesel particulate matter or other TAC emissions (i.e., 30 or 70 years) and would therefore not have the potential to generate significant health risks. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

d) A project-related significant adverse effect could occur if construction or operation of the proposed Project would result in generation of odors that would be perceptible in adjacent sensitive areas. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project involves the construction and operation of residential and commercial uses, which are not typically associated with odor complaints. Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project. The Project would use typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. As mentioned previously, the Project would be consistent with SCAQMD Rule 1113 ς Architectural Coatings. As the Project involves no operational elements related to industrial projects, no long-term operational objectionable odors are anticipated. Therefore, potential impacts associated with objectionable odors would be less than significant.

4.0 NOISE ANALYSIS

Consistent with Appendix G of the State CEQA Guidelines, a significant impact may occur if a project would:

a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
b) Generate excessive groundborne vibration or groundborne noise levels; or
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 airstrip, expose people residing or working in the project area to excessive noise levels;

a) A significant impact may occur if the Project would generate excess noise that would cause the ambient noise environment at the Project Site to fail to comply with noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance) (Section 111.00 through Section 116.01 of the LAMC). Implementation of the Project would result in an increase in ambient noise levels during both construction and operations, as discussed in detail below.

Construction Noise

Construction-related noise impacts would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment.

Construction of the Project would require the use of heavy equipment for grading foundation preparation, the installation of utilities, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site are presented in Table 6, Noise Range of Typical Construction Equipment, and Table 7, Estimated Project Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance).

The noise levels shown in Table 7 represent composite noise levels associated with the construction activities that will be carried out by the Project, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction in a development such as the Project. As shown in Table 7, construction noise during the heavier initial periods of construction is presented as 86 dBA Leq when measured at a reference distance of 50 feet from the center of construction activity. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dBA Leq at 100 feet from the source to the receptor, and reduce by another 6 dBA Leq to 72 dBA Leq at 200 feet from the source to the receptor.

Table 6
Noise Range of Typical Construction Equipment

Construction Equipment	Noise Level in dBA L_{eq} at 50 Feet[a]
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

[a] Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.
Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Table 7
Estimated Project Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

To identify the existing ambient noise levels in the general vicinity of the Project Site, noise measurements were taken with a 3M SoundPro SP DL-1 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) ς Specification for Sound Level Meters/Type 1.[5] The measured noise levels are shown in Table 8, Existing Ambient Daytime Noise Levels. See Figure 1, previously, for the locations of the noise measurements and nearest sensitive receptors. The nearest noise sensitive receptors to the Project Site are:

- adjacent residences to the south;
- residences to the west (20 feet);
- residences to the east (85 feet);
- historic use to the east (87 feet);
- residences to the north (150 feet);
- church use to the east (300 feet);
- church use to the southwest (330 feet);
- library to the west (445 feet);and
- school use to the southwest (480 feet).

[5] *This noise meter meets the requirement specified in LAMC Section 111.01(l) that the instruments be "Type S2A" standard instruments or better. This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above grade.*

Table 8
Existing Ambient Daytime Noise Levels

No.	Location	Primary Noise Sources	Noise Levels[a]		
			L_{eq}	L_{max}	L_{min}
1	East frontage of the Project Site along S. Soto Street, near residential receptors.	Traffic, pedestrian, and residential activity along S. Soto Street.	68.8	81.4	53.7
2	North of the Project Site along E. 1st Street.	Traffic and pedestrian activity along E 1st Street.	66.7	75.8	57.2
2	Southwest from the Project Site along S. Breed Street, near church and school sensitive receptors.	Traffic, pedestrian, residential, and school activity along Breed Street.	61.0	79.1	49.2

[a] Noise measurements were taken on April 3, 2019 at each location for a duration of 15 minutes.
See Appendix B to this report for noise data.
Source: Pomeroy Environmental Services, 2019.

Due to the use of construction equipment during the construction phase, the Project would expose surrounding off-site receptors to increased ambient exterior noise levels comparable to those previously listed above in Table 7. Specifically, based on the data provided in Table 7, construction noise levels at the residences within 50 feet could reach 86 dBA compared to the existing measured noise levels of 68.8, 66.7, dBA and 61.0 dBA for the area. It should be noted, however, that any increase in noise levels at off-site receptors during construction of the Project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., foundation work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed building) as the physical structure of the proposed structure would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors.

Similar to other development projects in the City, tKŜ tNJ2ƨŜŎǘ ǿ2dzfŘ Ŏ2ϒLJfè ǿƛǘK ǘKŜ /ƛǘèΩǎ ŜÈƛǎǘƛƴƎ ƴ2ƛǎŜ regulations to ensure noise impacts would be less than significant. LAMC Section 41.40 regulates noise from construction activities. Exterior construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday.[6] The construction activities associated with the Project would comply with these LAMC requirements. In addition, pursuant to LAMC Section 112.05, compliance with construction noise standards is achieved if all technically feasible noise reduction measures are implemented. According to the LAMC, technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment.[7] Although the estimated construction-related noise levels associated with the Project could periodically exceed the numerical noise threshold of 75 dBA at 50 feet from the noise source as outlined in LAMC Section 112.05, the Project would implement all technically feasible

6 *Los Angeles Municipal Code, Section 41.40.*
7 *Los Angeles Municipal Code, Section 112.05.*

reduction measures in compliance with the standards set forth in LAMC Section 112.05 (see RCM-1 through RCM-7 below).

Specifically, the use of barriers such as plywood structures, flexible sound control curtains, or intervening construction trailers, could reduce line-of-sight noise levels by approximately 10 dbA.[8] And, with the incorporation of the LAMC-required noise reduction techniques, construction noise levels could be reduced by up to approximately 20 dBA.[9] As previously stated, construction noise levels could reach up to approximately 86 dBA Leq. However, with the reduction of approximately 20 dBA per code-required noise reduction techniques (see RCM-1 through RCM-7, and footnotes 7 and 8 below), the resulting construction noise levels would be reduced to approximately 66 dBA Leq. These noise levels would not exceed the noise threshold of 75 dBA at 50 feet from the noise source as outlined in LAMC Section 112.05. With the code-required reduced construction noise of 66 dBA, the construction noise levels would be substantially similar (and potentially less than), the existing ambient noise in the heavily urbanized location.

Thus, based on the provisions set forth in LAMC 112.05, implementation of the following regulatory compliance measures would ensure the Project be consistent with, and not violate the provisions of, the LAMC. ¢Kdža£ úKŜ t№2?ŜŏúøƨdzfŘ Ŏ2Y˙LJfè øλúK úKŜ /λúèůă ŜÈλăúλyƎ y2λăŜ №ŜƎdzfl·úλ2yã to ensure construction noise impacts would be less than significant. The noise reduction techniques required by LAMC 41.40 and 112.05 would include the following:

RCM-1: The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 (see LAMC Section 112.05), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels.

RCM-2: Construction shall be restricted to the hours of 7:00 A.M. to 9:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

RCM-3: Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

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8 *Based on a review of Table 4 of the FHWA Noise Barrier Design Handbook (July 14, 2011), the design feasibility of a sound barrier that reduces noise by 5 dBA is considered "simple" and a reduction of up to 10 dBA as "attainable." And, reductions of 15 and 20 dBA are considered "very difficult" and "nearly impossible," respectively.*

9 *Estimate based on information from the United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971. Per Table V, Noise Control For Construction Equipment therein, use of improved mufflers/silencers would achieve approximately 10 dBA reduction and enclosures/barriers blocking line-of-sight would achieve approximately 10 dBA reduction. While the additional measures would reduce noise, it should be noted that all reductions would not be wholly additive, but would be incremental, and therefore have conservatively not been quantified in the estimated reduction.*

RCM-4: Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

RCM-5: Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

RCM-6: Barriers such as, but not limited to, plywood structures or flexible sound control curtains shall be erected around the perimeter of the construction site, and around stationary equipment as feasible (i.e., generators, air compressors, etc.), to minimize the amount of noise during construction on the nearby noise-sensitive uses. Perimeter barriers shall be at least 8 feet in height and constructed of materials achieving a Transmission Loss (TL) value of at least 20 dBA, such as ½ inch plywood.[10]

RCM-7: The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (see LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the Ŏƻƴűɴɪ·Ŏűƻɴ ɪ·ƴŘ ƻǿƴŜɴ ƻɴ ƻǿƴŜɴΩă ɪ·ƎŜƴűΣ Ƙƻdzɴă ƻŦ ŎƻƴãűɴdzŎűƛƻƴ ɪ·ffƻǿŜŘ ōè ŎƻŘŜ ƻɴ ɪ·ƴè ŘƛăŎɴŜűƛƻƴɪ·ɴè approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

Operational Noise

A significant impact may occur if the Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Project. A project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of affected uses that are shown in Table 9, Community Noise Exposure ó/b9[úΣ űƻ ƛƴŎɴŜɪ·ăŜ ōè o Ř. ! ƛƴ/b9[űƻ ƻɴ ǿƛűƘƛƴ űƘŜ ǿƴƻɴƴ ɪ·ffè dzƴɪ·ŎŎŜLJűɪ·ōfŜέ ƻɴ ǿŎfŜɪ·ɴfè dzƴɪ·ŎŎŜLJűɪ·ōfŜέ category, or any 5 dBA or greater noise increase.

As such, a significant impact would occur if noise levels associated with operation of the Project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at

[10] *Based on the FHWA Noise Barrier Design Handbook (July 14, 2011), see Table 3, Approximate sound transmission loss values for common materials.*

least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a Leq standard of 5 dBA over ambient conditions as constituting a LAMC violation.

Table 9
Community Noise Exposure

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging ς Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[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.
[b] Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
[c] Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
[d] Clearly Unacceptable: New construction or development should generally not be undertaken.
Source: Office of Planning and Research, State of California Genera Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. As discussed above, the traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur. According to the L.A. CEQA Thresholds Guide, if a project

would result in traffic that is less than double the existing tNJI·ŦŦƛŎΣ ǘKŜƴǘKŜ LJNƧƧŜŎǘΩă ƴƧōƛƭŜ ƴƧƛăŜ ƛƴLJI·Ŏǘǎ are assumed to be less than significant. As detailed in the Traffic Report,[11] the Project is estimated to add 496 daily trips, including 48 morning peak hour trips and 41 afternoon peak hour trips to a highly developed area of the City that is already impacted by heavy traffic noise. Moreover, the highest Project-related trip increase would occur at intersection number 3 (S. Soto Street and E. 1st Street) during the AM peak hour with 36 peak hour trips. When compared to the existing 2,837 vehicle trips occurring at intersection number 3 during the AM peak hour, it is clear that the Project would not double the traffic volumes on any roadway segment in the vicinity of the Project Site. As such, the Project would not increase roadway noise levels by 3 dBA and, thus, traffic noise impacts would be less than significant.

Stationary Noise Sources

New stationary sources of noise, such as mechanical HVAC equipment would be installed. The design of this equipment would comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, because the noise levels generated by the HVAC equipment serving the Project would not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. This impact would be less than significant.

Parking Noise

Noise would be generated by activities within the proposed subterranean parking garage. Sources of noise would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking area would fluctuate with the amount of automobile and human activity. It is anticipated that parking related noise would be less than the existing street parking noise as the Project proposes enclosed parking which would reduce noise impacts to off-site uses. In addition, parking-related noise generated by motor driven vehicles within and around the Project Site is regulated under the LAMC. Specifically, with regard to motor-driven vehicles, LAMC Section 114.02 prohibits the operation of any motor-driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by ƴƧNJŜ ǘKI·ƴŦƛØŜ ŘŜŎƛōŜƭăφ !ă ădzŎKΣ ƴƧƛăŜ ƛƴLJI·Ŏǘǎ I·ăăƧŎƛI·ǘŜŘ ǿƛǘK ǘKŜ tNJƧƧŜŎǘΩă LJI·NJʅƛƴƎ I·NJŜI· ǿƧdzƭŘ ōŜ ƭŜăă than significant.

In addition, on-site residences would not be adversely impacted by elevated ambient urban noise levels because the Project would be constructed to meet and exceed Title 24 insulation standards of the California Code of Regulations for residential buildings, which serves to provide an acceptable interior noise environment for sensitive uses. Specifically, as required by Title 24, the Project would be designed

[11] *Linscott, Law & Greenspan, Engineers, Transportation Impact Study, Los Lirios Mixed-Use Project, City of Los Angeles, California, July 18, 2018.*

and constructed to ensure interior noise levels would be at or below a CNEL of 45 dBA in any habitable room of the project. Given the existing measured noise levels are 68.8, 66.7, dBA and 61.0 dBA for the vicinity, and the approximate 30 dBA exterior-to-interior noise reduction for new residential construction,[12] it is clear that standard construction methods and materials would achieve interior noise levels at or below 45 dBA. As such, impacts associated with interior noise levels at the proposed residences would be less than significant.

b) A significant impact may occur if a project were to generate excessive vibration during construction or operation. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

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

Construction Vibration

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

[12] *Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings requires substantial building insulation and windows which reduces exterior to interior noise transmission.*

In terms of construction-related impacts on buildings, the City of Los Angeles has not adopted policies or guidelines relative to groundborne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, as both the City of Los Angeles and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the Federal Transit Administration (FTA) and California Department 2ŦĀ ¢ℕIŀyãLJ2ℕǵIŀúλ2yŒă ó/IŀfűℕIŀyãú IŀŘ2LJúŜŘ ØλōℕIŀúλ2n standards for buildings which are used to evaluate potential impacts related to construction. Based on the FTA and Caltrans criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:[13]

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced-concrete, steel, or timber;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings; or
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

In addition, the City of Los Angeles has not adopted any thresholds associated with human annoyance for ∃ℕ2dzyŘō2ℕyŜ ØλōℕIŀúλ2yˇλYˇLJIŀŎűă¢ ¢ĶŜℕŜŦ2ℕŜΣ úĶλă Iŀyl·fèăλă dzăŜă úĶŜ C¢!Œă ØλōℕIŀúλ2yˇλYˇLJIŀŎű úĶℕŜăĶ2fŘă Ŧ2ℕ human annoyance. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses. Table 10, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction.

[13] *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006; and California Department of Transportation, Transportation- and Construction –Induced Vibration Guidance Manual, June 2004.*

Table 10
Vibration Source Levels for Construction Equipment

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

Note: in/sec = inches per second
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

With respect to construction vibration impacts upon existing off-site structures, a historic Victorian house (i.e., Peabody Werden Duplex) (Receptor 4) is located 87 feet across from the Project Site along S. Soto Street. According to the FTA, ground vibration from construction activities do not often reach the levels that can damage structures.[14] Per the FTA, there are four general building categories: I. Reinforced-concrete, steel or timber (no plaster), II. Engineered concrete and masonry (no plaster), III. Non-engineered timber and masonry buildings, and IV. Buildings extremely susceptible to vibration damage. This analysis conservatively considers Receptor 4 a Category IV building (buildings extremely susceptible to vibration damage). The FTA identifies a 0.12 PPV (in/sec) construction vibration criteria for Category IV. Based on the reference data provided in Table 10, worst-case construction vibration levels would be less than 0.015 PPV (in/sec) for receptors located farther than 70 feet from the source. As Receptor 4 is located approximately 87 feet from the Project Site, the construction vibration would not have the potential to ŜÈŎŜŜŘ ΰKŜ C¢ !ΩǎΛΦMH t t± όin/sec) standard for Category IV buildings.

In addition, there are residential uses immediately adjacent to the Project Site. Conservatively, this analysis assumes the adjacent uses best fit under Category III, Non-engineered timber and masonry building. The FTA identifies a 0.20 PPV (in/sec) construction vibration criteria for Category III. Based on the reference data provided in Table 10, worst-case construction vibration levels at adjacent locations Ŏ2ƌtŘ KIΌŜ ΰKŜ LJ2ΰŜyΰΛIΌf ΰ2 ŜÈŎŜŜŘ ΰKŜ C¢ !Ωă ΛΦнл t t± όΛyŎKŜă LJŜℕ ăŜŎ2yŘΰ Ŏ2yƸăΰńℕdzŎΰΛ2yˇØΛōℕIΌΰΛ2yˇŎℕΛΰŜℕΛI· for Category III. (Non-engineered timber and masonry building). ¢KŜ tℕ2ΩŜŎΰ ø2ƌtŘ Ŏ2YˇLJfè øΛΰK ΰKŜ /ΛΰèΩă existing construction vibration regulations. The Project would implement RCM-8 (below), which would ensure all construction work would be performed in accordance with Section 91.3307.1 (Protection Required) of the LAMC. Specifically, Section 91.3307.1 (Protection Required) states adjoining public and private property shall be protected from damage during construction, remodeling and demolition work.[15]

[14] *FTA, Transit Noise and Vibration Impact Assessment, Final Report, 2006, see page 12-10.*
[15] *Los Angeles Municipal Code, Section 91.3307.1.*

Protection must be provided for footings, foundations, party (i.e., shared) walls, chimneys, skylights, and roofs. Provisions shall be made to control water runoff and erosion during construction activities. For excavations, adjacent property shall be protected as set forth in Section 832 of the Civil Code of California. Prior to the issuance of any permit, which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the site shall provide the Department of Building and Safety with evidence that the adjacent property owner or owners have been given a 30-day written notice of the intent to excavate. This notice shall state the depth to which the excavation is intended to be made and when the excavation will commence. This notice shall be by certified mail, return receipt requested.

The Project would implement RCM-8 (incorporating a structure monitoring program), ensuring the Project would comply with all regulatory requirements (i.e., Section 91.3307.1 of the LAMC and Section 832 of the Civil Code of California).

RCM-8: All construction work shall be performed in accordance with Section 91.3307.1 (Protection Required) of the LAMC and Section 832 of the Civil Code of California. Compliance with these standards will ensure all adjacent property shall be protected from damage during construction. The Project Applicant shall complete a structural monitoring program for the adjacent uses during construction including the following steps and procedures:

- Prior to start of construction, the Applicant shall retain the services of a structural engineer to visit the adjacent uses to inspect and document the apparent physical condition of the buildings, including but not limited to the building structure, interior walls, and ceiling finishes. In addition, the structural engineer shall establish baseline structural conditions of the buildings and prepare a shoring design.
- The Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the building during construction. The vibration monitoring system shall measure and continuously store the peak particle velocity (PPV) in inch/second. Vibration data shall be stored on a one-second interval. The system shall also be programmed for two preset velocity levels: a warning level of 0.17 inch/second (PPV), and a regulatory level of 0.20 inch/second (PPV). The system shall also provide real-time alert when the vibration levels exceed the two preset levels.
- In the event the warning levels above are triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques.
- In the event the regulatory levels above are triggered, the contractor shall halt the construction activities in the vicinity of the building and visually inspect the building for any damage. Results of the inspection must be logged. The contractor shall identify the source

of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.

- In the event damage occurs to an adjacent use due to construction vibration, such materials shall be repaired and restored to previous condition as feasible.

With respect to human annoyance resulting from vibration generated during construction, the sensitive receptors located in the vicinity of the Project Site could be exposed to increased vibration levels. Based on the data provided in Table 10, the adjacent residences could experience vibration levels of 87 VdB. As such, the 80 VdB residential annoyance threshold could be exceeded at these off-site locations during worst-case construction activity. However, it should be noted that vibration levels experienced in the Project vicinity would be temporary and intermittent, and would be reduced when the construction activities are located toward the center of the Project Site. As stated previously, the Project would comply ø ÚK ÚKŜ /ÚèÛă ŜĚăÚyƎ Ŏ2yãÚNdzŎÚ2ƴ [! a / NŜƎdzfI·Ú2yãΣ øKŎK ø2dzfŘ LJN2ŰŜŐÚ I·Ř?I·ŎŜyŰ dzăŜă ŦN2Ƴ ŘI·ƳI·ƎŜ¢ Furthermore, consistent with the requirements of LAMC Section 112.05, construction activities would be compliant with the LAMC standards if all technically feasible noise reduction measures are implemented. The construction noise RCMs listed previously would also serve to reduce construction vibration levels to the maximum extent feasible. As such, human annoyance impacts with respect to construction vibration would be less than significant.

Operational Vibration

The Project involves the construction and operation of residential and commercial uses and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large manufacturing and industrial projects. Groundborne vibrations at the Project Site and immediate vicinity currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, and the proposed land uses at the Project Site would not result in a substantive increase of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different than those presently occurring on-site and in the vicinity of the Project Site. As such, vibration impacts associated with operation of the Project would be less than significant.

c) The Project Site is not located in the vicinity of a private airstrip. The Hawthorne Municipal Airport is the closest airport to the Project Site, located approximately 10.2 miles to the south. In addition, the Project Site is not located within an airport land use plan. As such, the Project would not expose people to excessive aircraft noise levels. Therefore, no impact would occur.

5.0 CONCLUSION

As outlined in the preceding sections herein, the Project would not have the potential to result in any significant effects relating to air quality emissions and noise and vibration. The implementation of RCMs 1-8 ǿƻdzƭŘ ŜyãdzƝŜ ǘƙŜ tƝƻƧŜŎǘǘă ŎƻyãƛăǘŜyŎè ǿƛǘƙ l·ƭƭ [! a / ƝŜƎdzƭl·ǘƻƝè ƝŜljdzƛƝŜYˆŜyǘăφ

Appendix A

Air Quality Data

119 S. Soto Avenue Project

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	66.00	Dwelling Unit	0.43	73,789.00	189
Regional Shopping Center	2.50	1000sqft	0.06	2,500.00	0
High Turnover (Sit Down Restaurant)	2.50	1000sqft	0.06	2,500.00	0
Enclosed Parking with Elevator	57.00	Space	0.51	22,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

119 S. Soto Avenue Project - Los Angeles-South Coast County, Winter

Project Characteristics -

Land Use - Project Site is 1.06 ac.

Construction Phase - Estimated construction schedule.

Grading - Project Site is 1.06 ac.

Architectural Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Per traffic study.

Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation - Project compliance with the LA Green Building Code results in a 20% reduction in both indoor and outdoor water use.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblConstructionPhase	NumDays	10.00	44.00
tblConstructionPhase	NumDays	200.00	418.00
tblConstructionPhase	NumDays	4.00	22.00
tblConstructionPhase	PhaseEndDate	12/9/2020	9/7/2021
tblConstructionPhase	PhaseEndDate	11/11/2020	9/7/2021
tblConstructionPhase	PhaseEndDate	2/5/2020	1/30/2020
tblConstructionPhase	PhaseStartDate	11/26/2020	7/8/2021
tblConstructionPhase	PhaseStartDate	2/6/2020	1/31/2020

tblConstructionPhase	PhaseStartDate	1/31/2020	1/1/2020
tblGrading	AcresOfGrading	8.25	1.06
tblGrading	MaterialExported	0.00	12,908.00
tblLandUse	LandUseSquareFeet	66,000.00	73,789.00
tblLandUse	LotAcreage	1.74	0.43
tblVehicleTrips	ST_TR	6.39	4.03
tblVehicleTrips	ST_TR	158.37	76.00
tblVehicleTrips	ST_TR	49.97	16.00
tblVehicleTrips	SU_TR	5.86	4.03
tblVehicleTrips	SU_TR	131.84	76.00
tblVehicleTrips	SU_TR	25.24	16.00
tblVehicleTrips	WD_TR	6.65	4.03
tblVehicleTrips	WD_TR	127.15	76.00
tblVehicleTrips	WD_TR	42.70	16.00

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					
2020	2.3766	36.4824	15.9229	0.0719	6.0062	0.8076	6.7597	2.8736	0.7798	3.5693	0.0000	7,624.8839	7,624.8839	0.8874	0.0000	7,647.0689
2021	13.5006	16.5571	17.6685	0.0357	0.8704	0.7873	1.6578	0.2326	0.7632	0.9958	0.0000	3,364.7810	3,364.7810	0.4197	0.0000	3,375.2733
Maximum	**13.5006**	**36.4824**	**17.6685**	**0.0719**	**6.0062**	**0.8076**	**6.7597**	**2.8736**	**0.7798**	**3.5693**	**0.0000**	**7,624.8839**	**7,624.8839**	**0.8874**	**0.0000**	**7,647.0689**

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					
2020	2.3766	36.4824	15.9229	0.0719	3.4575	0.8076	4.2110	1.4995	0.7798	2.1953	0.0000	7,624.8839	7,624.8839	0.8874	0.0000	7,647.0689
2021	13.5006	16.5571	17.6685	0.0357	0.8704	0.7873	1.6578	0.2326	0.7632	0.9958	0.0000	3,364.7810	3,364.7810	0.4197	0.0000	3,375.2733
Maximum	**13.5006**	**36.4824**	**17.6685**	**0.0719**	**3.4575**	**0.8076**	**4.2110**	**1.4995**	**0.7798**	**2.1953**	**0.0000**	**7,624.8839**	**7,624.8839**	**0.8874**	**0.0000**	**7,647.0689**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**37.06**	**0.00**	**30.28**	**44.24**	**0.00**	**30.10**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	19.1621	1.4324	39.0277	0.0859		5.0717	5.0717		5.0717	5.0717	618.2166	1,197.8180	1,816.0346	1.8532	0.0420	1,874.8682
Energy	0.0386	0.3390	0.2089	2.1000e-003		0.0267	0.0267		0.0267	0.0267		420.8090	420.8090	8.0700e-003	7.7100e-003	423.3096
Mobile	0.8237	3.8966	9.8569	0.0326	2.6673	0.0287	2.6960	0.7138	0.0268	0.7407		3,319.6460	3,319.6460	0.1872		3,324.3248
Total	**20.0244**	**5.6681**	**49.0935**	**0.1206**	**2.6673**	**5.1271**	**7.7944**	**0.7138**	**5.1252**	**5.8390**	**618.2166**	**4,938.2730**	**5,556.4896**	**2.0484**	**0.0497**	**5,622.5027**

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	1.9831	1.0484	5.8826	6.5800e-003		0.1098	0.1098		0.1098	0.1098	0.0000	1,267.7004	1,267.7004	0.0337	0.0231	1,275.4138
Energy	0.0386	0.3390	0.2089	2.1000e-003		0.0267	0.0267		0.0267	0.0267		420.8090	420.8090	8.0700e-003	7.7100e-003	423.3096
Mobile	0.8237	3.8966	9.8569	0.0326	2.6673	0.0287	2.6960	0.7138	0.0268	0.7407		3,319.6460	3,319.6460	0.1872		3,324.3248
Total	**2.8453**	**5.2840**	**15.9484**	**0.0413**	**2.6673**	**0.1652**	**2.8324**	**0.7138**	**0.1633**	**0.8771**	**0.0000**	**5,008.1554**	**5,008.1554**	**0.2289**	**0.0308**	**5,023.0482**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**85.79**	**6.78**	**67.51**	**65.76**	**0.00**	**96.78**	**63.66**	**0.00**	**96.81**	**84.98**	**100.00**	**-1.42**	**9.87**	**88.83**	**38.05**	**10.66**

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	1/1/2020	1/30/2020	5	22	
2	Building Construction	Building Construction	1/31/2020	9/7/2021	5	418	
3	Architectural Coating	Architectural Coating	7/8/2021	9/7/2021	5	44	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.06

Acres of Paving: 0.51

Residential Indoor: 149,423; Residential Outdoor: 49,808; Non-Residential Indoor: 7,500; Non-Residential Outdoor: 2,500; Striped Parking Area: 1,368 (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
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	6.00	187	0.41
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
Grading	3	8.00	0.00	1,614.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	59.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6340	0.0000	4.6340	2.4982	0.0000	2.4982			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296		1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**4.6340**	**0.6844**	**5.3184**	**2.4982**	**0.6296**	**3.1279**		**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

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	0.6564	21.3681	4.9678	0.0570	1.2827	0.0684	1.3511	0.3516	0.0654	0.4170		6,170.5719	6,170.5719	0.4429		6,181.6446
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0409	0.0290	0.3208	8.9000e-004	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		88.5936	88.5936	2.7900e-003		88.6634
Total	**0.6973**	**21.3971**	**5.2887**	**0.0578**	**1.3722**	**0.0691**	**1.4413**	**0.3753**	**0.0661**	**0.4414**		**6,259.1656**	**6,259.1656**	**0.4457**		**6,270.3080**

3.2 Grading - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0853	0.0000	2.0853	1.1242	0.0000	1.1242			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296	0.0000	1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**2.0853**	**0.6844**	**2.7697**	**1.1242**	**0.6296**	**1.7538**	**0.0000**	**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

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	0.6564	21.3681	4.9678	0.0570	1.2827	0.0684	1.3511	0.3516	0.0654	0.4170		6,170.5719	6,170.5719	0.4429		6,181.6446
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0409	0.0290	0.3208	8.9000e-004	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		88.5936	88.5936	2.7900e-003		88.6634
Total	**0.6973**	**21.3971**	**5.2887**	**0.0578**	**1.3722**	**0.0691**	**1.4413**	**0.3753**	**0.0661**	**0.4414**		**6,259.1656**	**6,259.1656**	**0.4457**		**6,270.3080**

3.3 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688		2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**		**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0446	1.2762	0.3689	3.0300e-003	0.0768	6.1000e-003	0.0829	0.0221	5.8400e-003	0.0280		323.3389	323.3389	0.0216		323.8794
Worker	0.3015	0.2139	2.3660	6.5600e-003	0.6595	5.5100e-003	0.6650	0.1749	5.0800e-003	0.1800		653.3780	653.3780	0.0206		653.8929
Total	**0.3461**	**1.4901**	**2.7348**	**9.5900e-003**	**0.7363**	**0.0116**	**0.7479**	**0.1970**	**0.0109**	**0.2079**		**976.7169**	**976.7169**	**0.0422**		**977.7723**

3.3 Building Construction - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**	**0.0000**	**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0446	1.2762	0.3689	3.0300e-003	0.0768	6.1000e-003	0.0829	0.0221	5.8400e-003	0.0280		323.3389	323.3389	0.0216		323.8794
Worker	0.3015	0.2139	2.3660	6.5600e-003	0.6595	5.5100e-003	0.6650	0.1749	5.0800e-003	0.1800		653.3780	653.3780	0.0206		653.8929
Total	**0.3461**	**1.4901**	**2.7348**	**9.5900e-003**	**0.7363**	**0.0116**	**0.7479**	**0.1970**	**0.0109**	**0.2079**		**976.7169**	**976.7169**	**0.0422**		**977.7723**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0383	1.1627	0.3369	3.0000e-003	0.0768	2.4600e-003	0.0793	0.0221	2.3500e-003	0.0245		320.8146	320.8146	0.0207		321.3324
Worker	0.2813	0.1924	2.1727	6.3500e-003	0.6595	5.3300e-003	0.6648	0.1749	4.9100e-003	0.1798		632.6281	632.6281	0.0186		633.0935
Total	**0.3196**	**1.3551**	**2.5096**	**9.3500e-003**	**0.7363**	**7.7900e-003**	**0.7441**	**0.1970**	**7.2600e-003**	**0.2043**		**953.4428**	**953.4428**	**0.0393**		**954.4259**

3.3 Building Construction - 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	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0383	1.1627	0.3369	3.0000e-003	0.0768	2.4600e-003	0.0793	0.0221	2.3500e-003	0.0245		320.8146	320.8146	0.0207		321.3324
Worker	0.2813	0.1924	2.1727	6.3500e-003	0.6595	5.3300e-003	0.6648	0.1749	4.9100e-003	0.1798		632.6281	632.6281	0.0186		633.0935
Total	**0.3196**	**1.3551**	**2.5096**	**9.3500e-003**	**0.7363**	**7.7900e-003**	**0.7441**	**0.1970**	**7.2600e-003**	**0.2043**		**953.4428**	**953.4428**	**0.0393**		**954.4259**

3.4 Architectural Coating - 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					
Archit. Coating	11.0924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**11.3113**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0572	0.0391	0.4419	1.2900e-003	0.1341	1.0800e-003	0.1352	0.0356	1.0000e-003	0.0366		128.6701	128.6701	3.7900e-003		128.7648
Total	**0.0572**	**0.0391**	**0.4419**	**1.2900e-003**	**0.1341**	**1.0800e-003**	**0.1352**	**0.0356**	**1.0000e-003**	**0.0366**		**128.6701**	**128.6701**	**3.7900e-003**		**128.7648**

3.4 Architectural Coating - 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					
Archit. Coating	11.0924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**11.3113**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0572	0.0391	0.4419	1.2900e-003	0.1341	1.0800e-003	0.1352	0.0356	1.0000e-003	0.0366		128.6701	128.6701	3.7900e-003		128.7648
Total	**0.0572**	**0.0391**	**0.4419**	**1.2900e-003**	**0.1341**	**1.0800e-003**	**0.1352**	**0.0356**	**1.0000e-003**	**0.0366**		**128.6701**	**128.6701**	**3.7900e-003**		**128.7648**

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	0.8237	3.8966	9.8569	0.0326	2.6673	0.0287	2.6960	0.7138	0.0268	0.7407		3,319.6460	3,319.6460	0.1872		3,324.3248
Unmitigated	0.8237	3.8966	9.8569	0.0326	2.6673	0.0287	2.6960	0.7138	0.0268	0.7407		3,319.6460	3,319.6460	0.1872		3,324.3248

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	265.98	265.98	265.98	908,894	908,894
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	190.00	190.00	190.00	258,938	258,938
Regional Shopping Center	40.00	40.00	40.00	86,514	86,514
Total	495.98	495.98	495.98	1,254,346	1,254,346

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	86	11	3
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	37	20	43
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
High Turnover (Sit Down Restaurant)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Regional Shopping Center	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0386	0.3390	0.2089	2.1000e-003		0.0267	0.0267		0.0267	0.0267		420.8090	420.8090	8.0700e-003	7.7100e-003	423.3096
NaturalGas Unmitigated	0.0386	0.3390	0.2089	2.1000e-003		0.0267	0.0267		0.0267	0.0267		420.8090	420.8090	8.0700e-003	7.7100e-003	423.3096

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	1985.1	0.0214	0.1829	0.0779	1.1700e-003		0.0148	0.0148		0.0148	0.0148		233.5407	233.5407	4.4800e-003	4.2800e-003	234.9285
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)	1580.55	0.0171	0.1550	0.1302	9.3000e-004		0.0118	0.0118		0.0118	0.0118		185.9468	185.9468	3.5600e-003	3.4100e-003	187.0518
Regional Shopping Center	11.2329	1.2000e-004	1.1000e-003	9.3000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		1.3215	1.3215	3.0000e-005	2.0000e-005	1.3294
Total		**0.0386**	**0.3390**	**0.2089**	**2.1100e-003**		**0.0267**	**0.0267**		**0.0267**	**0.0267**		**420.8090**	**420.8090**	**8.0700e-003**	**7.7100e-003**	**423.3097**

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	1.9851	0.0214	0.1829	0.0779	1.1700e-003		0.0148	0.0148		0.0148	0.0148		233.5407	233.5407	4.4800e-003	4.2800e-003	234.9285
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)	1.58055	0.0171	0.1550	0.1302	9.3000e-004		0.0118	0.0118		0.0118	0.0118		185.9468	185.9468	3.5600e-003	3.4100e-003	187.0518
Regional Shopping Center	0.0112329	1.2000e-004	1.1000e-003	9.3000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		1.3215	1.3215	3.0000e-005	2.0000e-005	1.3294
Total		**0.0386**	**0.3390**	**0.2089**	**2.1100e-003**		**0.0267**	**0.0267**		**0.0267**	**0.0267**		**420.8090**	**420.8090**	**8.0700e-003**	**7.7100e-003**	**423.3097**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.9831	1.0484	5.8826	6.5800e-003		0.1098	0.1098		0.1098	0.1098	0.0000	1,267.7004	1,267.7004	0.0337	0.0231	1,275.4138
Unmitigated	19.1621	1.4324	39.0277	0.0859		5.0717	5.0717		5.0717	5.0717	618.2166	1,197.8180	1,816.0346	1.8532	0.0420	1,874.8682

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	0.1337					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5681					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	17.2944	1.3694	33.5644	0.0856		5.0416	5.0416		5.0416	5.0416	618.2166	1,188.0000	1,806.2166	1.8436	0.0420	1,864.8118
Landscaping	0.1659	0.0631	5.4633	2.9000e-004		0.0301	0.0301		0.0301	0.0301		9.8180	9.8180	9.5400e-003		10.0565
Total	**19.1621**	**1.4324**	**39.0277**	**0.0859**		**5.0717**	**5.0717**		**5.0717**	**5.0717**	**618.2166**	**1,197.8180**	**1,816.0346**	**1.8532**	**0.0420**	**1,874.8682**

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	0.1337					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5681					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1153	0.9853	0.4193	6.2900e-003		0.0797	0.0797		0.0797	0.0797	0.0000	1,257.8824	1,257.8824	0.0241	0.0231	1,265.3573
Landscaping	0.1659	0.0631	5.4633	2.9000e-004		0.0301	0.0301		0.0301	0.0301		9.8180	9.8180	9.5400e-003		10.0565
Total	**1.9831**	**1.0484**	**5.8826**	**6.5800e-003**		**0.1098**	**0.1098**		**0.1098**	**0.1098**	**0.0000**	**1,267.7004**	**1,267.7004**	**0.0337**	**0.0231**	**1,275.4138**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

119 S. Soto Avenue Project

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	66.00	Dwelling Unit	0.43	73,789.00	189
Regional Shopping Center	2.50	1000sqft	0.06	2,500.00	0
High Turnover (Sit Down Restaurant)	2.50	1000sqft	0.06	2,500.00	0
Enclosed Parking with Elevator	57.00	Space	0.51	22,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

119 S. Soto Avenue Project - Los Angeles-South Coast County, Summer

Project Characteristics -

Land Use - Project Site is 1.06 ac.

Construction Phase - Estimated construction schedule.

Grading - Project Site is 1.06 ac.

Architectural Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Per traffic study.

Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation - Project compliance with the LA Green Building Code results in a 20% reduction in both indoor and outdoor water use.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblConstructionPhase	NumDays	10.00	44.00
tblConstructionPhase	NumDays	200.00	418.00
tblConstructionPhase	NumDays	4.00	22.00
tblConstructionPhase	PhaseEndDate	12/9/2020	9/7/2021
tblConstructionPhase	PhaseEndDate	11/11/2020	9/7/2021
tblConstructionPhase	PhaseEndDate	2/5/2020	1/30/2020
tblConstructionPhase	PhaseStartDate	11/26/2020	7/8/2021
tblConstructionPhase	PhaseStartDate	2/6/2020	1/31/2020

tblConstructionPhase	PhaseStartDate	1/31/2020	1/1/2020
tblGrading	AcresOfGrading	8.25	1.06
tblGrading	MaterialExported	0.00	12,908.00
tblLandUse	LandUseSquareFeet	66,000.00	73,789.00
tblLandUse	LotAcreage	1.74	0.43
tblVehicleTrips	ST_TR	6.39	4.03
tblVehicleTrips	ST_TR	158.37	76.00
tblVehicleTrips	ST_TR	49.97	16.00
tblVehicleTrips	SU_TR	5.86	4.03
tblVehicleTrips	SU_TR	131.84	76.00
tblVehicleTrips	SU_TR	25.24	16.00
tblVehicleTrips	WD_TR	6.65	4.03
tblVehicleTrips	WD_TR	127.15	76.00
tblVehicleTrips	WD_TR	42.70	16.00

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					
2020	2.3447	36.2066	16.1058	0.0730	6.0062	0.8075	6.7586	2.8736	0.7797	3.5683	0.0000	7,738.5008	7,738.5008	0.8720	0.0000	7,760.3017
2021	13.4646	16.5372	17.8812	0.0362	0.8704	0.7872	1.6577	0.2326	0.7631	0.9957	0.0000	3,421.0514	3,421.0514	0.4198	0.0000	3,431.5474
Maximum	**13.4646**	**36.2066**	**17.8812**	**0.0730**	**6.0062**	**0.8075**	**6.7586**	**2.8736**	**0.7797**	**3.5683**	**0.0000**	**7,738.5008**	**7,738.5008**	**0.8720**	**0.0000**	**7,760.3017**

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					
2020	2.3447	36.2066	16.1058	0.0730	3.4575	0.8075	4.2099	1.4995	0.7797	2.1943	0.0000	7,738.5008	7,738.5008	0.8720	0.0000	7,760.3017
2021	13.4646	16.5372	17.8812	0.0362	0.8704	0.7872	1.6577	0.2326	0.7631	0.9957	0.0000	3,421.0514	3,421.0514	0.4198	0.0000	3,431.5474
Maximum	**13.4646**	**36.2066**	**17.8812**	**0.0730**	**3.4575**	**0.8075**	**4.2099**	**1.4995**	**0.7797**	**2.1943**	**0.0000**	**7,738.5008**	**7,738.5008**	**0.8720**	**0.0000**	**7,760.3017**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**37.06**	**0.00**	**30.28**	**44.24**	**0.00**	**30.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	19.1621	1.4324	39.0277	0.0859		5.0717	5.0717		5.0717	5.0717	618.2166	1,197.8180	1,816.0346	1.8532	0.0420	1,874.8682
Energy	0.0386	0.3390	0.2089	2.1000e-003		0.0267	0.0267		0.0267	0.0267		420.8090	420.8090	8.0700e-003	7.7100e-003	423.3096
Mobile	0.8481	3.8190	10.2579	0.0343	2.6673	0.0286	2.6958	0.7138	0.0267	0.7405		3,491.3458	3,491.3458	0.1868		3,496.0158
Total	**20.0488**	**5.5904**	**49.4945**	**0.1223**	**2.6673**	**5.1269**	**7.7942**	**0.7138**	**5.1250**	**5.8389**	**618.2166**	**5,109.9728**	**5,728.1894**	**2.0481**	**0.0497**	**5,794.1936**

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	1.9831	1.0484	5.8826	6.5800e-003		0.1098	0.1098		0.1098	0.1098	0.0000	1,267.7004	1,267.7004	0.0337	0.0231	1,275.4138
Energy	0.0386	0.3390	0.2089	2.1000e-003		0.0267	0.0267		0.0267	0.0267		420.8090	420.8090	8.0700e-003	7.7100e-003	423.3096
Mobile	0.8481	3.8190	10.2579	0.0343	2.6673	0.0286	2.6958	0.7138	0.0267	0.7405		3,491.3458	3,491.3458	0.1868		3,496.0158
Total	**2.8697**	**5.2064**	**16.3494**	**0.0430**	**2.6673**	**0.1650**	**2.8322**	**0.7138**	**0.1631**	**0.8769**	**0.0000**	**5,179.8551**	**5,179.8551**	**0.2285**	**0.0308**	**5,194.7392**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**85.69**	**6.87**	**66.97**	**64.84**	**0.00**	**96.78**	**63.66**	**0.00**	**96.82**	**84.98**	**100.00**	**-1.37**	**9.57**	**88.84**	**38.05**	**10.35**

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	1/1/2020	1/30/2020	5	22	
2	Building Construction	Building Construction	1/31/2020	9/7/2021	5	418	
3	Architectural Coating	Architectural Coating	7/8/2021	9/7/2021	5	44	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.06

Acres of Paving: 0.51

Residential Indoor: 149,423; Residential Outdoor: 49,808; Non-Residential Indoor: 7,500; Non-Residential Outdoor: 2,500; Striped Parking Area: 1,368 (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
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	6.00	187	0.41
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
Grading	3	8.00	0.00	1,614.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	59.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6340	0.0000	4.6340	2.4982	0.0000	2.4982			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296		1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**4.6340**	**0.6844**	**5.3184**	**2.4982**	**0.6296**	**3.1279**		**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

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	0.6408	21.0950	4.6745	0.0580	1.2827	0.0673	1.3501	0.3516	0.0644	0.4160		6,278.6934	6,278.6934	0.4274		6,289.3776
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0368	0.0262	0.3503	9.4000e-004	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		94.0890	94.0890	2.9700e-003		94.1632
Total	**0.6777**	**21.1212**	**5.0247**	**0.0589**	**1.3722**	**0.0681**	**1.4402**	**0.3753**	**0.0651**	**0.4404**		**6,372.7825**	**6,372.7825**	**0.4303**		**6,383.5408**

3.2 Grading - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0853	0.0000	2.0853	1.1242	0.0000	1.1242			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296	0.0000	1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**2.0853**	**0.6844**	**2.7697**	**1.1242**	**0.6296**	**1.7538**	**0.0000**	**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

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	0.6408	21.0950	4.6745	0.0580	1.2827	0.0673	1.3501	0.3516	0.0644	0.4160		6,278.6934	6,278.6934	0.4274		6,289.3776
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0368	0.0262	0.3503	9.4000e-004	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		94.0890	94.0890	2.9700e-003		94.1632
Total	**0.6777**	**21.1212**	**5.0247**	**0.0589**	**1.3722**	**0.0681**	**1.4402**	**0.3753**	**0.0651**	**0.4404**		**6,372.7825**	**6,372.7825**	**0.4303**		**6,383.5408**

3.3 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688		2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**		**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0427	1.2765	0.3345	3.1100e-003	0.0768	6.0100e-003	0.0828	0.0221	5.7500e-003	0.0279		332.4296	332.4296	0.0203		332.9368
Worker	0.2715	0.1932	2.5833	6.9700e-003	0.6595	5.5100e-003	0.6650	0.1749	5.0800e-003	0.1800		693.9066	693.9066	0.0219		694.4535
Total	**0.3142**	**1.4696**	**2.9177**	**0.0101**	**0.7363**	**0.0115**	**0.7478**	**0.1970**	**0.0108**	**0.2079**		**1,026.3362**	**1,026.3362**	**0.0422**		**1,027.3903**

3.3 Building Construction - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**	**0.0000**	**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0427	1.2765	0.3345	3.1100e-003	0.0768	6.0100e-003	0.0828	0.0221	5.7500e-003	0.0279		332.4296	332.4296	0.0203		332.9368
Worker	0.2715	0.1932	2.5833	6.9700e-003	0.6595	5.5100e-003	0.6650	0.1749	5.0800e-003	0.1800		693.9066	693.9066	0.0219		694.4535
Total	**0.3142**	**1.4696**	**2.9177**	**0.0101**	**0.7363**	**0.0115**	**0.7478**	**0.1970**	**0.0108**	**0.2079**		**1,026.3362**	**1,026.3362**	**0.0422**		**1,027.3903**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0365	1.1651	0.3046	3.0900e-003	0.0768	2.3800e-003	0.0792	0.0221	2.2800e-003	0.0244		329.8568	329.8568	0.0194		330.3426
Worker	0.2529	0.1738	2.3764	6.7400e-003	0.6595	5.3300e-003	0.6648	0.1749	4.9100e-003	0.1798		671.8742	671.8742	0.0198		672.3691
Total	**0.2894**	**1.3389**	**2.6810**	**9.8300e-003**	**0.7363**	**7.7100e-003**	**0.7440**	**0.1970**	**7.1900e-003**	**0.2042**		**1,001.7310**	**1,001.7310**	**0.0392**		**1,002.7117**

3.3 Building Construction - 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	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0365	1.1651	0.3046	3.0900e-003	0.0768	2.3800e-003	0.0792	0.0221	2.2800e-003	0.0244		329.8568	329.8568	0.0194		330.3426
Worker	0.2529	0.1738	2.3764	6.7400e-003	0.6595	5.3300e-003	0.6648	0.1749	4.9100e-003	0.1798		671.8742	671.8742	0.0198		672.3691
Total	**0.2894**	**1.3389**	**2.6810**	**9.8300e-003**	**0.7363**	**7.7100e-003**	**0.7440**	**0.1970**	**7.1900e-003**	**0.2042**		**1,001.7310**	**1,001.7310**	**0.0392**		**1,002.7117**

3.4 Architectural Coating - 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					
Archit. Coating	11.0924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**11.3113**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0514	0.0354	0.4833	1.3700e-003	0.1341	1.0800e-003	0.1352	0.0356	1.0000e-003	0.0366		136.6524	136.6524	4.0300e-003		136.7530
Total	**0.0514**	**0.0354**	**0.4833**	**1.3700e-003**	**0.1341**	**1.0800e-003**	**0.1352**	**0.0356**	**1.0000e-003**	**0.0366**		**136.6524**	**136.6524**	**4.0300e-003**		**136.7530**

3.4 Architectural Coating - 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					
Archit. Coating	11.0924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**11.3113**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0514	0.0354	0.4833	1.3700e-003	0.1341	1.0800e-003	0.1352	0.0356	1.0000e-003	0.0366		136.6524	136.6524	4.0300e-003		136.7530
Total	**0.0514**	**0.0354**	**0.4833**	**1.3700e-003**	**0.1341**	**1.0800e-003**	**0.1352**	**0.0356**	**1.0000e-003**	**0.0366**		**136.6524**	**136.6524**	**4.0300e-003**		**136.7530**

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	0.8481	3.8190	10.2579	0.0343	2.6673	0.0286	2.6958	0.7138	0.0267	0.7405		3,491.3458	3,491.3458	0.1868		3,496.0158
Unmitigated	0.8481	3.8190	10.2579	0.0343	2.6673	0.0286	2.6958	0.7138	0.0267	0.7405		3,491.3458	3,491.3458	0.1868		3,496.0158

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	265.98	265.98	265.98	908,894	908,894
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	190.00	190.00	190.00	258,938	258,938
Regional Shopping Center	40.00	40.00	40.00	86,514	86,514
Total	495.98	495.98	495.98	1,254,346	1,254,346

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	86	11	3
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	37	20	43
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
High Turnover (Sit Down Restaurant)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Regional Shopping Center	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0386	0.3390	0.2089	2.1000e-003		0.0267	0.0267		0.0267	0.0267		420.8090	420.8090	8.0700e-003	7.7100e-003	423.3096
NaturalGas Unmitigated	0.0386	0.3390	0.2089	2.1000e-003		0.0267	0.0267		0.0267	0.0267		420.8090	420.8090	8.0700e-003	7.7100e-003	423.3096

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	1985.1	0.0214	0.1829	0.0779	1.1700e-003		0.0148	0.0148		0.0148	0.0148		233.5407	233.5407	4.4800e-003	4.2800e-003	234.9285
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)	1580.55	0.0171	0.1550	0.1302	9.3000e-004		0.0118	0.0118		0.0118	0.0118		185.9468	185.9468	3.5600e-003	3.4100e-003	187.0518
Regional Shopping Center	11.2329	1.2000e-004	1.1000e-003	9.3000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		1.3215	1.3215	3.0000e-005	2.0000e-005	1.3294
Total		**0.0386**	**0.3390**	**0.2089**	**2.1100e-003**		**0.0267**	**0.0267**		**0.0267**	**0.0267**		**420.8090**	**420.8090**	**8.0700e-003**	**7.7100e-003**	**423.3097**

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	1.9851	0.0214	0.1829	0.0779	1.1700e-003		0.0148	0.0148		0.0148	0.0148		233.5407	233.5407	4.4800e-003	4.2800e-003	234.9285
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)	1.58055	0.0171	0.1550	0.1302	9.3000e-004		0.0118	0.0118		0.0118	0.0118		185.9468	185.9468	3.5600e-003	3.4100e-003	187.0518
Regional Shopping Center	0.0112329	1.2000e-004	1.1000e-003	9.3000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		1.3215	1.3215	3.0000e-005	2.0000e-005	1.3294
Total		**0.0386**	**0.3390**	**0.2089**	**2.1100e-003**		**0.0267**	**0.0267**		**0.0267**	**0.0267**		**420.8090**	**420.8090**	**8.0700e-003**	**7.7100e-003**	**423.3097**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.9831	1.0484	5.8826	6.5800e-003		0.1098	0.1098		0.1098	0.1098	0.0000	1,267.7004	1,267.7004	0.0337	0.0231	1,275.4138
Unmitigated	19.1621	1.4324	39.0277	0.0859		5.0717	5.0717		5.0717	5.0717	618.2166	1,197.8180	1,816.0346	1.8532	0.0420	1,874.8682

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	0.1337					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5681					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	17.2944	1.3694	33.5644	0.0856		5.0416	5.0416		5.0416	5.0416	618.2166	1,188.0000	1,806.2166	1.8436	0.0420	1,864.8118
Landscaping	0.1659	0.0631	5.4633	2.9000e-004		0.0301	0.0301		0.0301	0.0301		9.8180	9.8180	9.5400e-003		10.0565
Total	**19.1621**	**1.4324**	**39.0277**	**0.0859**		**5.0717**	**5.0717**		**5.0717**	**5.0717**	**618.2166**	**1,197.8180**	**1,816.0346**	**1.8532**	**0.0420**	**1,874.8682**

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	0.1337					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5681					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1153	0.9853	0.4193	6.2900e-003		0.0797	0.0797		0.0797	0.0797	0.0000	1,257.8824	1,257.8824	0.0241	0.0231	1,265.3573
Landscaping	0.1659	0.0631	5.4633	2.9000e-004		0.0301	0.0301		0.0301	0.0301		9.8180	9.8180	9.5400e-003		10.0565
Total	**1.9831**	**1.0484**	**5.8826**	**6.5800e-003**		**0.1098**	**0.1098**		**0.1098**	**0.1098**	**0.0000**	**1,267.7004**	**1,267.7004**	**0.0337**	**0.0231**	**1,275.4138**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix B

Noise Monitoring Data



Legend

- Project Site
- # Noise Monitoring Locations
- (1) Adjacent residences to the south
- (2) Residences to the west (20 feet)
- (3) Residences to the east (85 feet)
- (4) Historic use to the east (87 feet)
- (5) Residences to the north (150 feet)
- (6) Church use to the east (300 feet)
- (7) Church uses to the southwest (330 feet)
- (8) Library to the west (445 feet)
- (9) School use to the southwest (480 feet)

Aerial Source: Google Earth 2019.

POMEROY ENVIRONMENTAL SERVICES

Noise Monitoring and Sensitive Receptor Location Map

119 S. Soto St. - Location 1

Information Panel

Name	119 S. Soto St. - Location 1
Start Time	4/3/2019 12:20:43 PM
Stop Time	4/3/2019 12:35:43 PM
Model Type	SoundPro DL
Run Time	00:15:00

Summary Data Panel

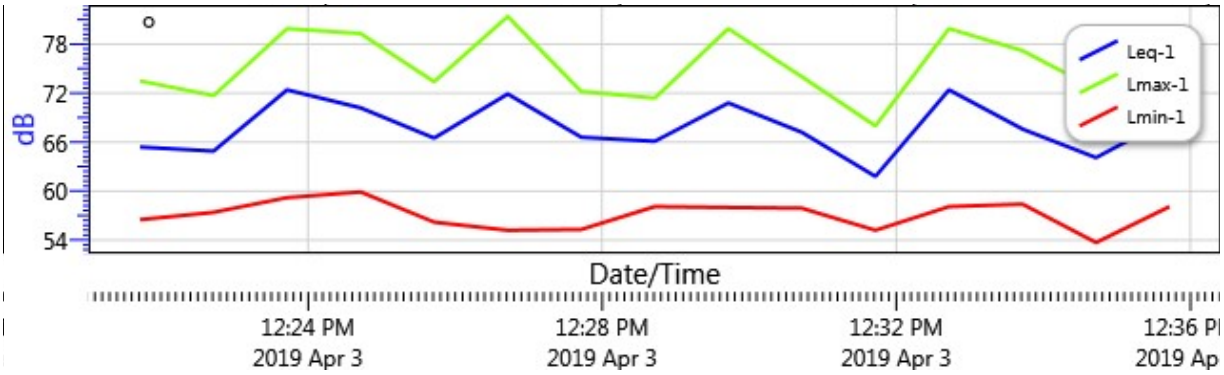
Description	Meter	Value	Description	Meter	Value
Lmin	1	53.7 dB	Lmax	1	81.4 dB
Leq	1	68.8 dB			
Exchange Rate	1	3 dB	Log Rate	1	60 s
Weighting	1	A	Response	1	SLOW

Logged Data Table

Date/Time	Leq-1	Lmax-1	Lmin-1
4/3/2019 12:21:43 PM	65.4	73.5	56.5
12:22:43 PM	64.9	71.7	57.4
12:23:43 PM	72.4	79.9	59.2
12:24:43 PM	70.2	79.3	59.9
12:25:43 PM	66.5	73.4	56.2
12:26:43 PM	71.9	81.4	55.2
12:27:43 PM	66.6	72.2	55.3
12:28:43 PM	66.1	71.4	58.1
12:29:43 PM	70.8	79.9	58
12:30:43 PM	67.2	74	57.9
12:31:43 PM	61.8	68	55.2
12:32:43 PM	72.4	79.9	58.1
12:33:43 PM	67.6	77.2	58.4
12:34:43 PM	64.1	72.5	53.7
12:35:43 PM	68.9	73.5	58.1

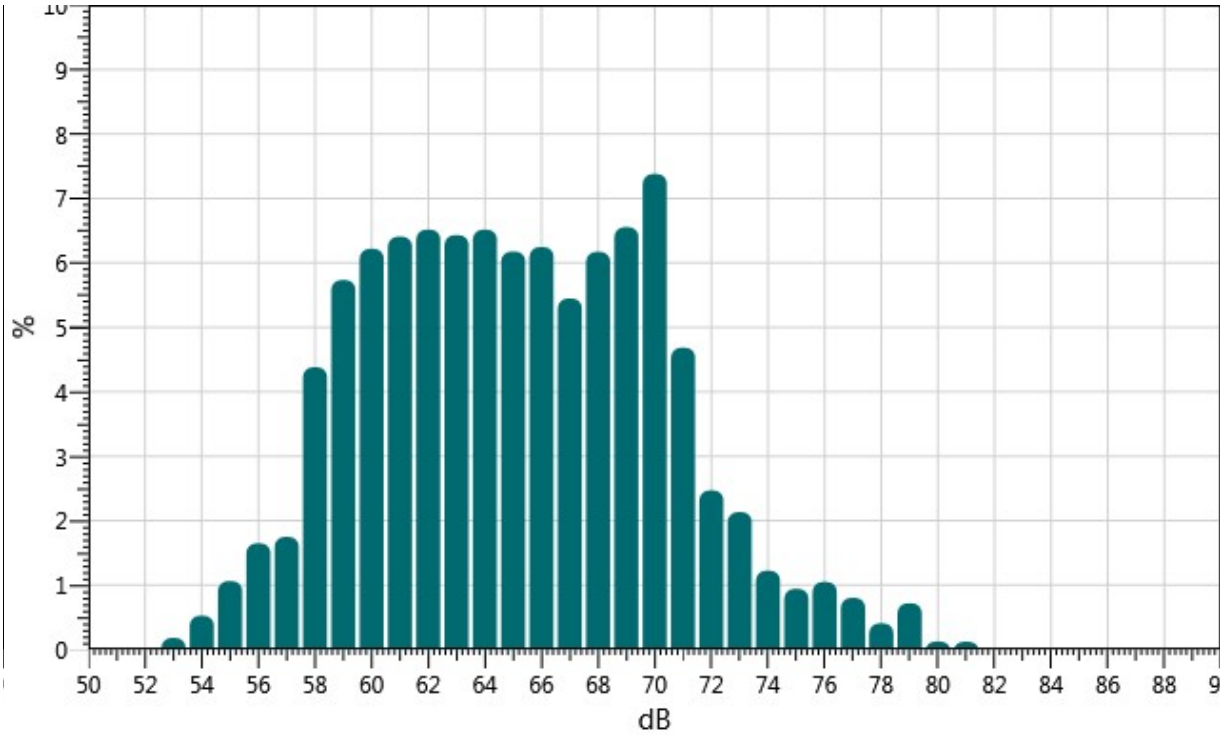
Logged Data Chart

119 S. Soto St. - Location 1: Logged Data Chart



Statistics Chart

119 S. Soto St. - Location 1: Statistics Chart

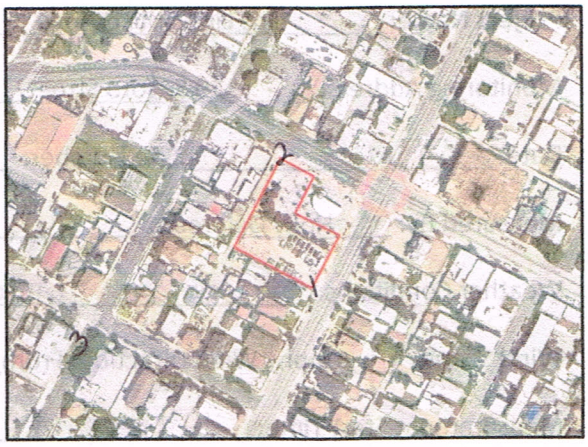


Calibration History

Date	Calibration Action	Level	Cal. Model Type	Serial Number	Cert. Due Date
4/3/2019 11:55:22 AM	Calibration	114.0			

NOISE MONITORING FIELD REPORT

Site Map



Project Name: Los Lirios Mixed-Use

Monitoring Address: 119 S. Soto Street

Date: 4/3/19 Site Number: 1

Measured By: Holly Galbreath

Weather Conditions: 63°, Mostly Cloudy

Wind Speed: 3 mph Wind Direction: From SSE

Measurement Start Time: 12:20 pm

Measurement End Time: 12:35 pm Total Measurement Time: 15 min

Noise Meter Model: 3M SoundPro SP DL-1 Calibration: 114.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW) Session File Name: S008

Primary Noise Sources: Traffic, pedestrian, residential activity - Soto St

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	68.8
L_{max}	81.4
L_{min}	53.7

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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119 S. Soto St. - Location 2

Information Panel

Name	119 S. Soto St. - Location 2
Start Time	4/3/2019 12:00:58 PM
Stop Time	4/3/2019 12:15:58 PM
Model Type	SoundPro DL
Run Time	00:15:00

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Lmin	1	57.2 dB	Lmax	1	75.8 dB
Leq	1	66.7 dB			
Exchange Rate	1	3 dB	Log Rate	1	60 s
Weighting	1	A	Response	1	SLOW

Logged Data Table

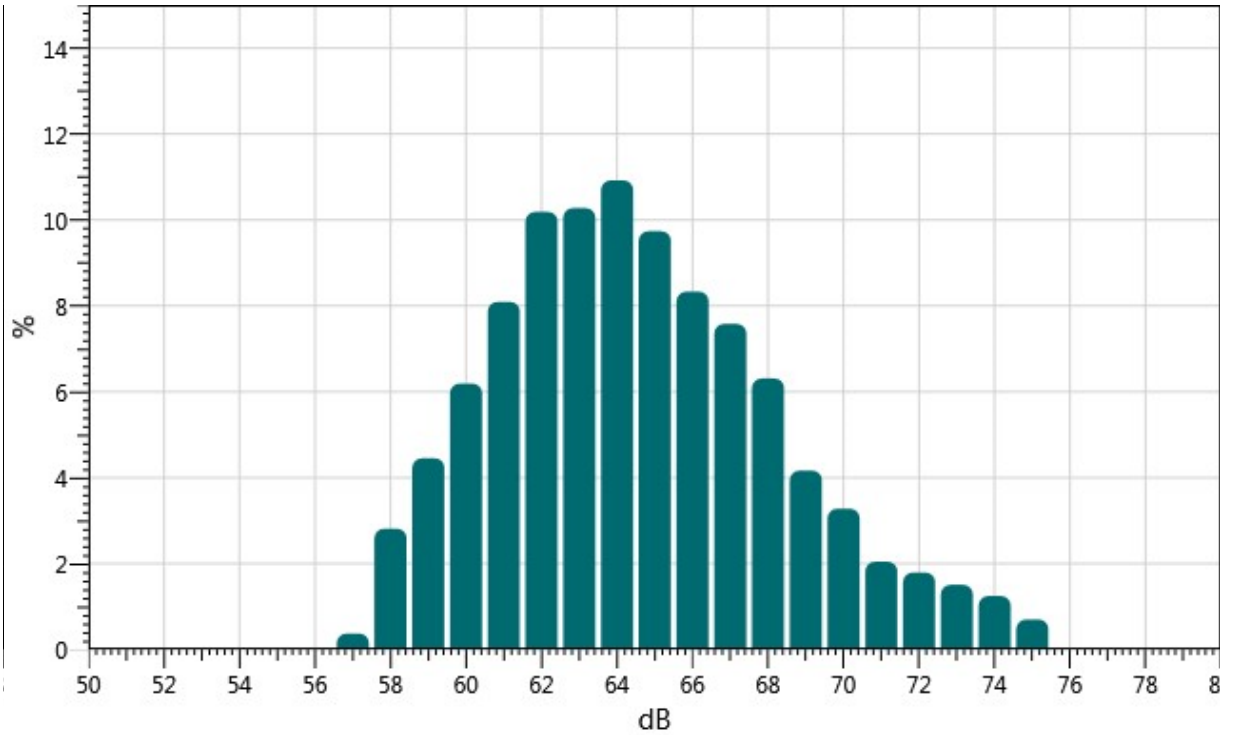
Date/Time	Leq-1	Lmax-1	Lmin-1
4/3/2019 12:01:58 PM	70	75.8	59.9
12:02:58 PM	68	74.2	60.8
12:03:58 PM	63.8	69	57.8
12:04:58 PM	66.3	70.4	59.7
12:05:58 PM	63.3	66.3	59.1
12:06:58 PM	63.7	68.8	57.7
12:07:58 PM	66.2	70.4	58.3
12:08:58 PM	68.1	75.6	58.7
12:09:58 PM	64.1	69.6	57.2
12:10:58 PM	67.1	74.5	60
12:11:58 PM	66.3	73.8	61.6
12:12:58 PM	63.9	68.4	58.3
12:13:58 PM	66.7	73.8	59.7
12:14:58 PM	70.5	75.5	59.2
12:15:58 PM	64.8	71.1	58.4

Logged Data Chart

119 S. Soto St. - Location 2: Logged Data Chart

Statistics Chart

119 S. Soto St. - Location 2: Statistics Chart



Calibration History

Date	Calibration Action	Level	Cal. Model Type	Serial Number	Cert. Due Date
4/3/2019 11:55:22 AM	Calibration	114.0			

NOISE MONITORING FIELD REPORT

Site Map



Project Name: Los Lirios Mixed-Use

Monitoring Address: 119 S. Soto Street

Date: 4/3/19 Site Number: 2

Measured By: Holly Galbreath

Weather Conditions: 63°, Mostly Cloudy

Wind Speed: 3 mph Wind Direction: From SSE

Measurement Start Time: 12:00 pm

Measurement End Time: 12:15 pm Total Measurement Time: 15 min

Noise Meter Model: 3M SoundPro SP DL-1 Calibration: 114.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW) Session File Name: S007

Primary Noise Sources: Traffic, pedestrian activity - 1st St

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	66.7
L_{max}	75.8
L_{min}	57.2

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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119 S. Soto St. - Locaəon 3

Information Panel

Name	119 S. Soto St. - Location 3
Start Time	4/3/2019 12:50:21 PM
Stop Time	4/3/2019 1:05:21 PM
Model Type	SoundPro DL
Run Time	00:15:00

Summary Data Panel

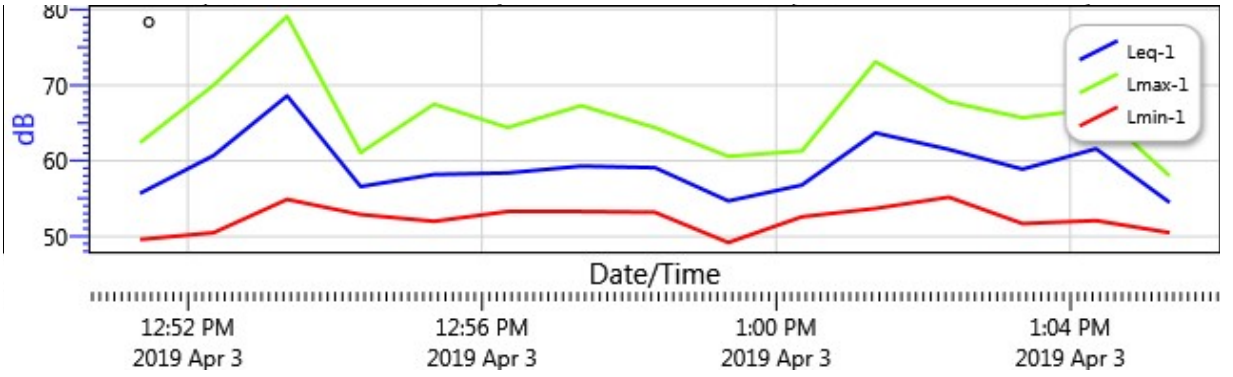
Description	Meter	Value	Description	Meter	Value
Lmin	1	49.2 dB	Lmax	1	79.1 dB
Leq	1	61 dB			
Exchange Rate	1	3 dB	Log Rate	1	60 s
Weighting	1	A	Response	1	SLOW

Logged Data Table

Date/Time	Leq-1	Lmax-1	Lmin-1
4/3/2019 12:51:21 PM	55.7	62.4	49.6
12:52:21 PM	60.7	70	50.5
12:53:21 PM	68.6	79.1	54.9
12:54:21 PM	56.6	61.1	52.9
12:55:21 PM	58.2	67.5	52
12:56:21 PM	58.4	64.4	53.3
12:57:21 PM	59.3	67.3	53.3
12:58:21 PM	59.1	64.4	53.2
12:59:21 PM	54.7	60.6	49.2
1:00:21 PM	56.8	61.3	52.6
1:01:21 PM	63.7	73.1	53.7
1:02:21 PM	61.5	67.8	55.2
1:03:21 PM	58.9	65.7	51.7
1:04:21 PM	61.6	66.9	52.1
1:05:21 PM	54.5	58	50.5

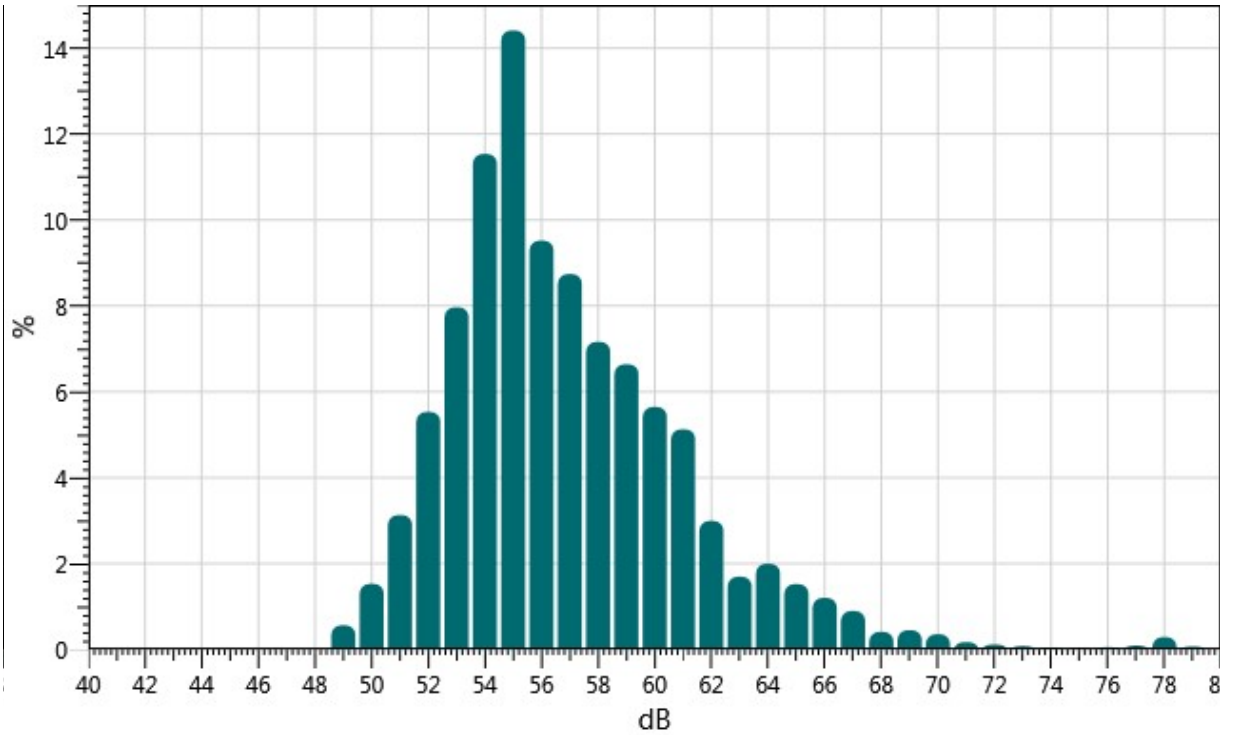
Logged Data Chart

119 S. Soto St. - Location 3: Logged Data Chart



Statistics Chart

119 S. Soto St. - Location 3: Statistics Chart



Calibration History

Date	Calibration Action	Level	Cal. Model Type	Serial Number	Cert. Due Date
4/3/2019 12:43:31 PM	Calibration	114.0			

NOISE MONITORING FIELD REPORT

Site Map



Project Name: Los Lirios Mixed-Use

Monitoring Address: 119 S. Soto Street

Date: 4/3/19 Site Number: 3

Measured By: Holly Galbreath

Weather Conditions: 63°, Mostly Cloudy

Wind Speed: 3 mph Wind Direction: From SSE

Measurement Start Time: 12:50 pm

Measurement End Time: 1:05 pm Total Measurement Time: 15 min

Noise Meter Model: 3M SoundPro SP DL-1 Calibration: 114.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW) Session File Name: S009

Primary Noise Sources: Traffic, pedestrian, school activity - Breed St.

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	61.0
L_{max}	79.1
L_{min}	49.2

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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Appendix D

Transportation Impact Study

LINSCOTT LAW & GREENSPAN
engineers

TRANSPORTATION IMPACT STUDY

LOS LIRIOS MIXED-USE PROJECT

City of Los Angeles, California
July 18, 2018

Prepared for:

East LA Community Corporation
2917 E. 1st Street, Suite 101
Los Angeles, California 90033

LLG Ref. 1-18-4288-1

Prepared by:

Chin S. Taing, PTP
Transportation Planner III

Under the Supervision of:

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TRANSPORTATION IMPACT STUDY

LOS LIRIOS MIXED-USE PROJECT

City of Los Angeles, California
July 18, 2018

1.0 INTRODUCTION

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed Los Lirios Mixed-Use project ("proposed project" herein) on the surrounding street system. The proposed project site is located at 113, 119 and 121 South Soto Street, and 2316, 2322, and 2400 East 1st Street in the Boyle Heights Community Plan area of the City of Los Angeles, California. The proposed Los Lirios Mixed-Use project location and general vicinity are shown in ***Figure 1-1***.

1.1 Traffic Study Overview

The traffic analysis follows City of Los Angeles traffic study guidelines[1] and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program[2]. This traffic analysis evaluates potential project-related impacts at five (5) key intersections in the vicinity of the project site. The study intersections were determined in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The Critical Movement Analysis method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service for all five study intersections. A review also was conducted of Los Angeles County Metropolitan Transportation Authority freeway and intersection monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project. In addition, a screening analysis was also completed as it relates to the State of California Department of Transportation (Caltrans) highway system.

This study (i) presents existing traffic volumes, (ii) includes existing traffic volumes with the forecast traffic volumes from the proposed project, (iii) determines existing with project-related impacts, (iv) forecasts future cumulative baseline traffic volumes, (v) forecasts future traffic volumes with the proposed project, (vi) determines future forecast with project-related impacts, and (vii) recommends mitigation measures, where necessary.

1.2 Study Area

Upon coordination with LADOT staff, five (5) study intersections have been identified for evaluation during the weekday morning and afternoon peak hours. The five study locations provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 4.0.

---

[1] *Transportation Impact Study Guidelines*, City of Los Angeles Department of Transportation, December 2016.
[2] *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.

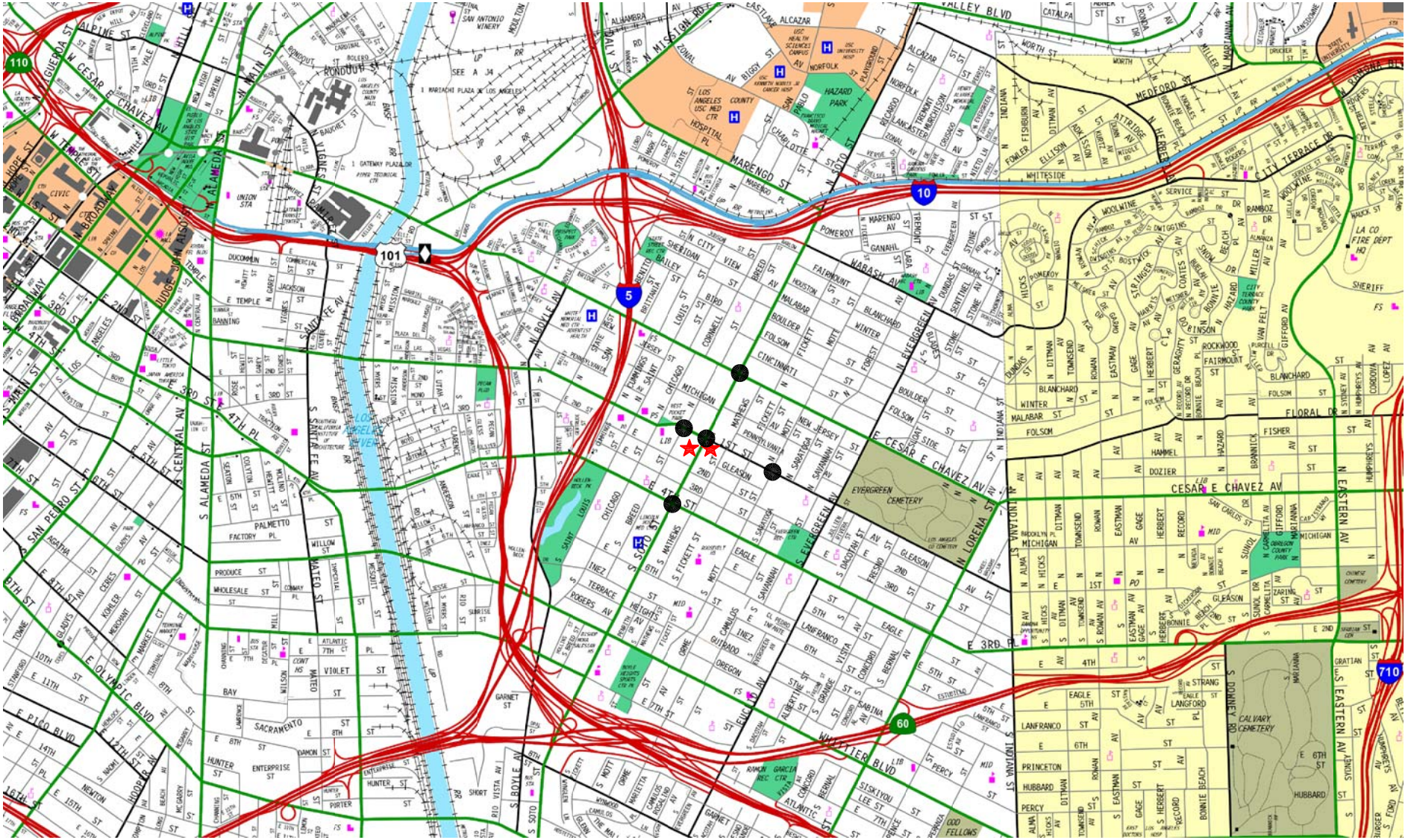

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

LOS LIRIOS MIXED-USE PROJECT

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The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1-1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the proposed project as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;

b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, proposed Los Lirios Mixed-Use project peak hour vehicle trip generation, the anticipated distribution of project vehicular trips, and existing intersection/corridor operations.

Following the "Freeway Impact Analysis Procedures" agreement between the State of California Department of Transportation (Caltrans) District 7 and LADOT executed in October 2013 and amended in December 2015, the traffic study Memorandum of Understanding (MOU) was subsequently updated to include a review of the screening filter to determine if a project would be required to prepare a freeway analysis in accordance with Caltrans requirements which are beyond the requirements established in the CMP. ***Appendix A*** includes the approved MOU as part of the formal traffic study scoping process with LADOT staff. As noted in the approved MOU, the amount of project-related traffic did not meet the criteria requiring a focused analysis of State facilities. Therefore, no further review of the Caltrans freeway system is required for the Los Lirios Mixed-Use project.

1.3 Overview of Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013). Among other things, SB 743 creates a process to change the methodology to analyze transportation impacts under CEQA (Public Resources Code section 21000 and following), which could include analysis based on project vehicle miles traveled (VMT) rather than impacts to intersection Level of Service. On December 30, 2013, the State of California Governor's Office of Planning and Research (OPR) released a preliminary evaluation of alternative methods of transportation analysis. The intent of the original guidance documentation was geared first towards projects located within areas that are designated as transit priority areas, to be followed by other areas of the State. OPR issued other draft discussion documents in March 2015 and January 2016, suggesting some new revisions to the State CEQA Guidelines. In November 2017, OPR submitted the proposed amendments to the CEQA Guidelines to the State's Natural Resources Agency (that include a proposed new Guidelines section 15064.3 which governs how VMT-based analyses of potential traffic impacts should be conducted).

On January 26, 2018, the Natural Resources Agency published a Notice of Rulemaking, commencing the formal rulemaking process for the amendments to the CEQA Guidelines. The Natural Resources Agency's rulemaking process will entail additional public review and comment and may lead to further revisions. OPR updated the technical advisory that accompanies the revised CEQA Guidelines in April 2018 suggesting some new revisions to the state CEQA Guidelines. OPR has therefore not issued any final revisions to the state CEQA Guidelines to implement the CEQA traffic analysis component of SB 743; thus, the analysis in this study utilizes existing, long-established protocols in accordance with CEQA, the existing state CEQA Guidelines, and the City's current significance thresholds.

2.0 PROJECT DESCRIPTION

The proposed project is located in the Boyle Heights Community Plan area of the City of Los Angeles, California. The proposed project includes two separate sites: Site A located at 119, 121, and 113 Soto Street and 2316 and 2322 East 1st Street and the adjacent Site B located at 2400 East 1st Street. Site A is bordered by the Metro Gold Line Soto Street station and 1st Street to the north, existing residential development to the south, Soto Street to the east and an alleyway to the west. The existing project Site A is comprised of six total parcels of vacant land and is located adjacent to the Metro Gold Line Soto Street station at 2330 East 1st Street.

The existing project Site B is bounded by 1st Street to the north, existing residential development to the south, an existing alleyway to the east, and Soto Street to the west. Site B is comprised of two lots, and is currently fenced and occupied by the historic Victorian house (i.e., Peabody Werden Duplex) which was previously relocated to this site in the year 2016. An aerial photograph of the existing project site is contained in ***Figure 2-1***.

2.1 Project Location[3]

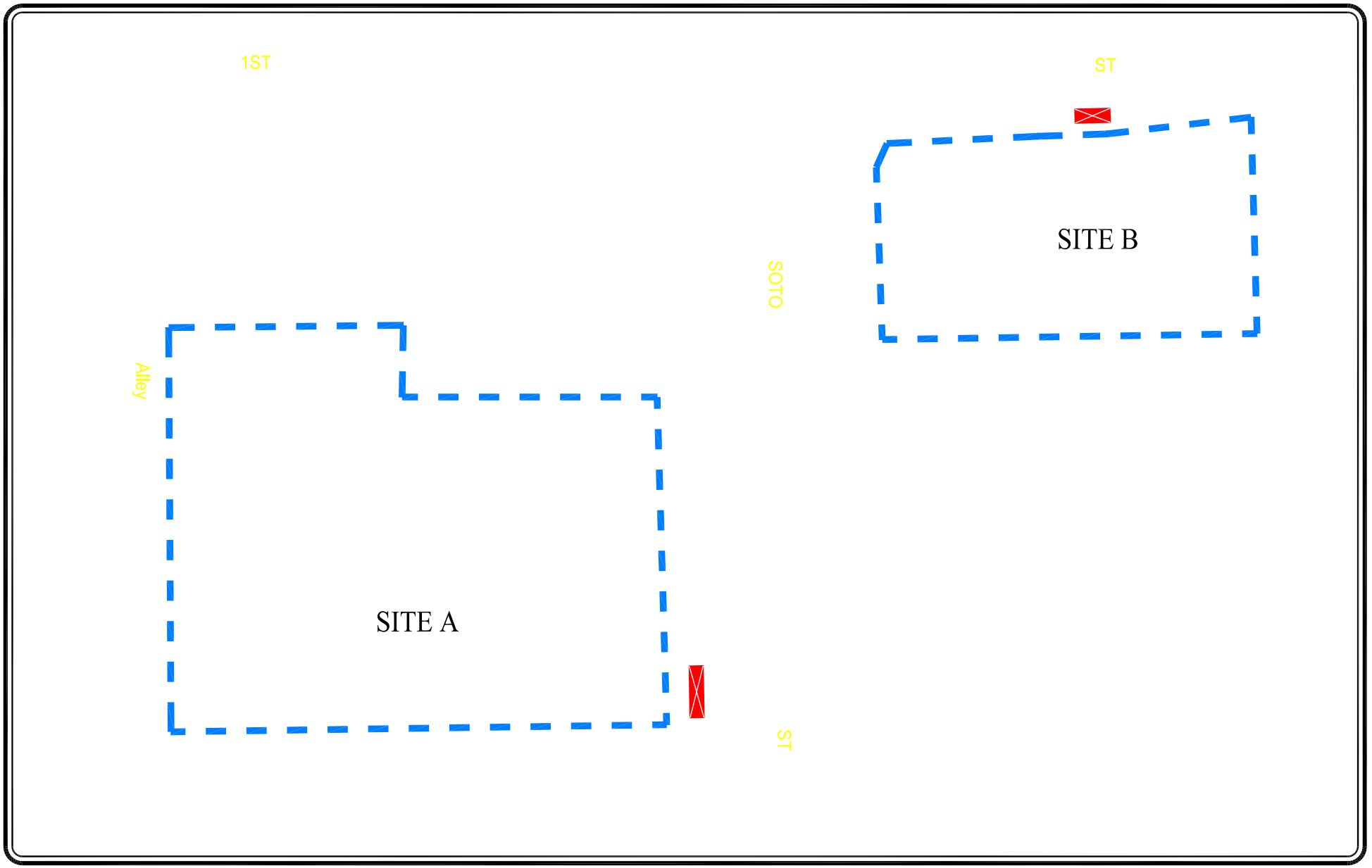
Boyle Heights is situated at the eastern boundary of the City of Los Angeles and is surrounded by the City of Vernon to the south, the unincorporated community of East Los Angeles to the east, the communities of Lincoln Heights and El Sereno to the north, and the Los Angeles River and downtown to the west. The Boyle Heights Community Plan area contains 3,807 acres or roughly six square miles. It contains a mix of residential, commercial, industrial, open space and public facility land.

The topography of Boyle Heights is generally flat and the street grid system is oriented for east-west travel. The major east-west arterials are Marengo Avenue, Cesar Chavez Avenue, 1st Street, 4th Street, Whittier Boulevard, Olympic Boulevard and Washington Boulevard. These streets provide through regional access from downtown to the outlying communities beyond East Los Angeles such as Monterey Park, Whittier, Montebello and Santa Fe Springs. The major north-south arterials are Soto Street, Lorena Street and Indiana Street. Evergreen Avenue also provides north-south access but is narrow at the southern portion of Boyle Heights and ends at the northern border of the Community Plan area.

2.2 Proposed Project Description

The project applicant, in partnership with the Los Angeles County Metropolitan Transportation Authority (Metro), seeks to obtain entitlements to construct a mixed-use project with affordable housing apartments and ground floor local community serving retail/restaurant land use components on Site A. The 66 total residential units are expected to comprise of 14 studio units, 19 one-bedroom units, 16 two-bedroom units, and 17 three-bedroom units, all of which are planned to be affordable housing units. Site A will also include an approximate 1,490 square-foot community room as well

[3] Source: *Boyle Heights Community Plan*; A Part of the General Plan-City of Los Angeles; www.lacity.org/PLN (General Plans).



NOT TO SCALE

PROJECT SITES

EXISTING DRIVEWAY

FIGURE 2-1
AERIAL PHOTOGRAPH OF EXISTING PROJECT SITE

LINSCOTT, LAW & GREENSPAN, engineers

LOS LIRIOS MIXED-USE PROJECT

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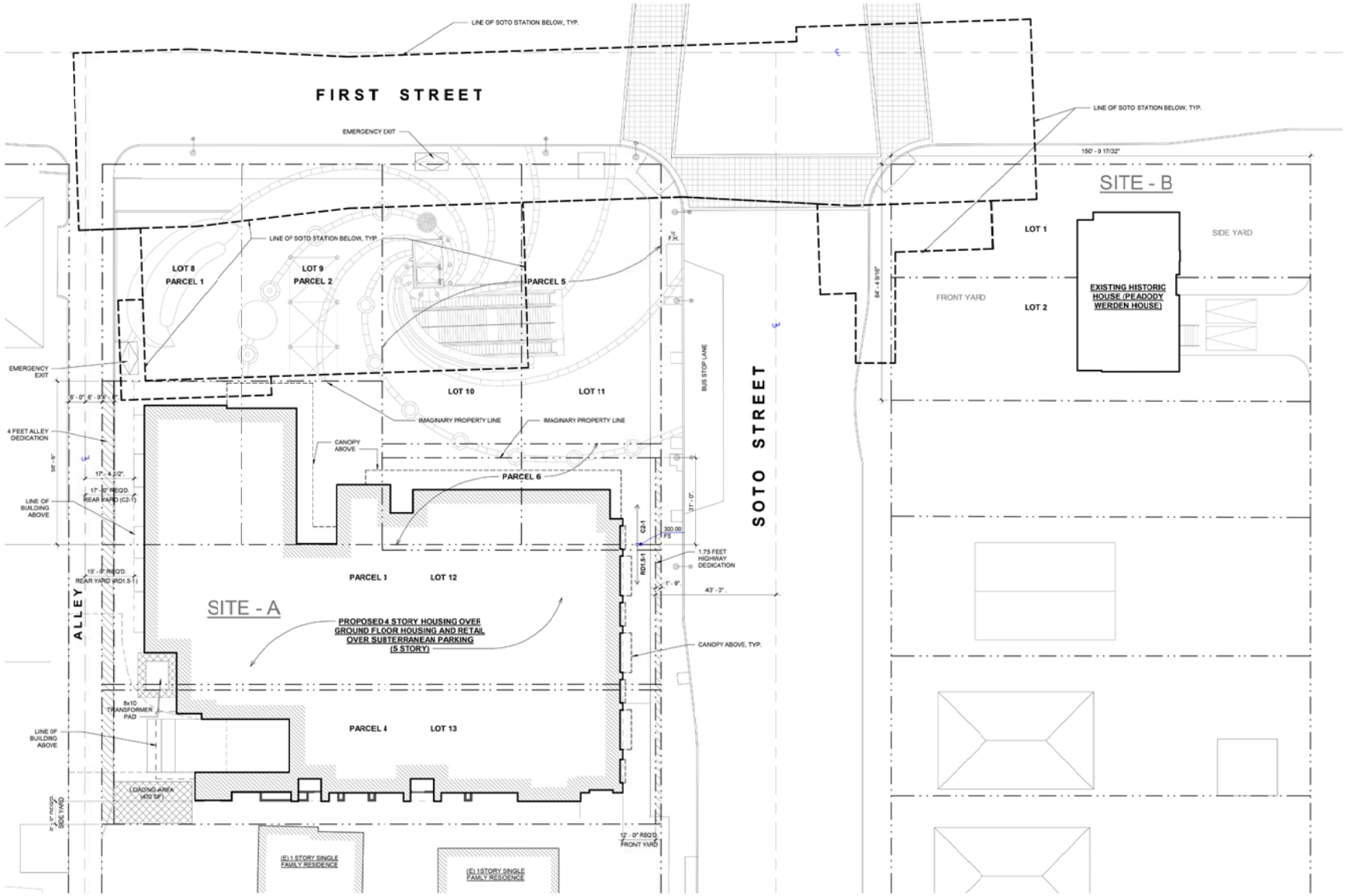
as other amenities provided for the residents including office space, computer/conference room, laundry room, and a landscaped private internal courtyard. Up to 5,000 square feet of local community serving retail/restaurant uses are also planned as part of the project and will predominantly front Soto Street. Site B will primarily consist of the restoration and rehabilitation of the historic Peabody Werden Duplex with landscaping enhancements. As of the preparation of this traffic analysis, the project description for Site B is not yet defined. As such, the traffic analysis contained herein evaluates the potential traffic impacts associated with Site A development only. Should the project description for Site B be determined and is intensified, additional traffic analyses may be required. Construction of the proposed project is expected to commence in year 2020 with occupancy in the year 2021. The site plan for the proposed project is illustrated in ***Figure 2-2***.

Vehicular access to the proposed project (Site A) will be provided via one driveway located on the alleyway along the west side of the building, which will accommodate access to the subterranean parking spaces for the residential and commercial parking. Further discussion of the project's site access and circulation scheme is provided in Section 3.0.

2.3 Roadway Dedication and Widening

The project site (Site A) is adjacent to Soto Street and the alley. Provisions in the Municipal Code require the City to consider half-street dedications and improvements for roadways adjacent to development sites in accordance with adopted standards in the City's General Plan Mobility Element. Soto Street is identified as an Avenue II in the Mobility Element. The standard cross-section for an Avenue II is a 56-foot roadway on an 86-foot right-of-way (or a 28-foot half roadway on a 43-foot half right-of-way as measured from the centerline). The alleyway is identified as an Access Roadway in the Mobility Element. The standard cross-section for an Access Roadway is a 20-foot right-of-way (or 10-foot half right of-way as measured from the centerline).

Review of site plan for Soto Street show an existing half roadway width of 28 feet and a half right-of-way width of 41.25 feet. The City could ultimately require roadway dedication of 1.75 feet adjacent to the project site to comply with the Avenue II half-street standard (i.e., 28-foot half roadway on a 43-foot half right-of-way). Review of the site plan for the alleyway show an existing half right-of-way width of 6 feet. The City could require a roadway dedication of four feet adjacent to the project site to comply with the Access Roadway half-street standard.



NOT TO SCALE

MAP SOURCE: GONZALEZ GOODALE ARCHITECTS

FIGURE 2-2
SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

LOS LIRIOS MIXED-USE PROJECT

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3.0 SITE ACCESS AND CIRCULATION

The proposed site access and circulation scheme for the project is displayed in *Figure 2-2*. Descriptions of the existing and proposed site access and circulation schemes are provided in the following subsections.

3.1 Vehicular Site Access

3.1.1 *Existing Site Vehicular Access*

As shown in *Figure 2-1*, the existing project Site A currently accommodates vehicular access via an existing driveway on the west side of Soto Street at the southeast corner of the site. No access is currently provided via the existing alleyway adjacent to the site. For Site B, one driveway curb cut is located on the south side of 1st Street along the property frontage.

3.1.2 *Proposed Project Vehicular Site Access*

The planned site access scheme for the Los Lirios Mixed-Use project is displayed in *Figure 2-2*. Direct vehicular access to the proposed Site A project will be provided by a driveway accessed via the existing alleyway. No direct access is provided via Soto Street or 1st Street adjacent to Site A. A description of the planned Site A access point is provided in the following paragraph.

- *Project Driveway*

  The project driveway will be located on the east side of the alleyway along the westerly property frontage, at the southwest corner of the project site. The project driveway will accommodate left-turn and right-turn vehicular ingress and egress turning movements. The project site driveway has been located to provide direct access to and from the subterranean parking level. The project site driveway will be constructed to City of Los Angeles design standards.

3.2 Pedestrian Access

As noted previously, the Los Lirios Mixed-Use project is located within the Boyle Heights Community Plan area of the City of Los Angeles. Based on the existing high level of pedestrian activity in the area due to the proximity of the Metro Gold Line Soto Street station and the Soto Street corridor, it is anticipated that significant pedestrian patronage of the proposed project commercial land use components will occur.

The project is well located to encourage pedestrian activity and walking as a transportation mode.[4] As indicated in *Figure 2-2*, the proposed project is being designed to provide connections to the adjacent public sidewalks and would include site enhancements to promote walkability. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. There are several criteria that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The widely accepted characteristics of walkability are as follows:

- Connectivity: People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.

- Convivial: Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.

- Conspicuous: Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.

- Comfortable: High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.

- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

A review of the project site location and pedestrian walkway network indicates that these five primary characteristics are accommodated as part of the proposed project. The project site is accessible from nearby public bus and rail transit stops as well as other amenities along nearby major corridors. The majority of pedestrian access to the project site is envisioned to occur via the existing public sidewalks provided along every street in the project study area. The project site is accessible to the retail, restaurant, and other commercial businesses located along the Soto Street, Cesar Chavez Avenue, 1st Street and 4th Street corridors for project employees and residents. In addition, the site's internal pedestrian walkways and adjacent sidewalks will be appropriately landscaped and adorned to provide a friendly walking environment.

[4] For example, refer to http://www.walkscore.com/, which generates a walkability score of approximately 92 (Walker's Paradise) out of 100 for the project site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking.

3.3 Bicycle Access

Bicycle access to the project site is facilitated by the City of Los Angeles bicycle roadway network.[5] Existing or proposed bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets, etc.) in the City's 2010 Bicycle Plan are located within an approximate one-mile radius from the project site.[6] It is important to note that the 2010 Bicycle Plan goals and policies have been folded into the Mobility 2035 Plan to reflect a commitment to a balanced, multi-modal viewpoint. The location of designated bikeways in close proximity to the project site and in the surrounding area is shown in ***Figure 3-1***. The proposed Citywide Bikeway System in close proximity to the project site and in the surrounding area is illustrated in ***Figure 3-2***. It is noted that the project site is situated in a fairly flat area near downtown Los Angeles. Bicycling as a transportation mode can be accommodated especially when used in combination with transit opportunities in the project site area.

The Federal and State transportation system recognizes three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets.

Use of bicycles as a transportation mode to and from the project site should be encouraged by the provision of ample and safe parking. The type of spaces and dimensions will be provided based on City Code requirements (refer to Los Angeles Municipal Code Sections 12.21.A.16 and 12.21 A.4(c)), as well as to meet the needs of a variety of bicycles. In accordance with the Municipal Code, the following long-term and short-term bicycle parking requirements applicable to the proposed project are as follows:

- Residential Use (1-25 units): One (1.0) long-term bicycle parking space per each dwelling unit/guestroom.
  One (1.0) short-term bicycle parking space per 10 dwelling units/guestrooms.

- Residential Use (26-100 units): One (1.0) long-term bicycle parking space per each 1.5 dwelling unit/guestroom.
  One (1.0) short-term bicycle parking space per 15 dwelling units/guestrooms.

[5] Walk Score also calculates a bike score based on the topography, number and proximity of bike lanes, etc., near the project site. For example, refer to http://www.walkscore.com/, which generates a bike score of approximately 72 (Very Bikeable) out of 100 for the project site. Walk Score calculates the bike score of an address by locating nearby bicycling facilities as well as connections to bus/rail transit routes and stops. Walk Score measures how easy it is to live a car-lite lifestyle-not how pretty the area is for bicycling.
[6] Source: City of Los Angeles Bicycle Parking Plan; www.labikeplan.org.



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MAP SOURCE: CITY OF LOS ANGELES MOBILITY PLAN 2035

★ PROJECT SITES

FIGURE 3-1

CITY OF LOS ANGELES BICYCLE ENHANCED NETWORK (LOW STRESS NETWORK)

LINSCOTT, LAW & GREENSPAN, engineers

LOS LIRIOS MIXED-USE PROJECT

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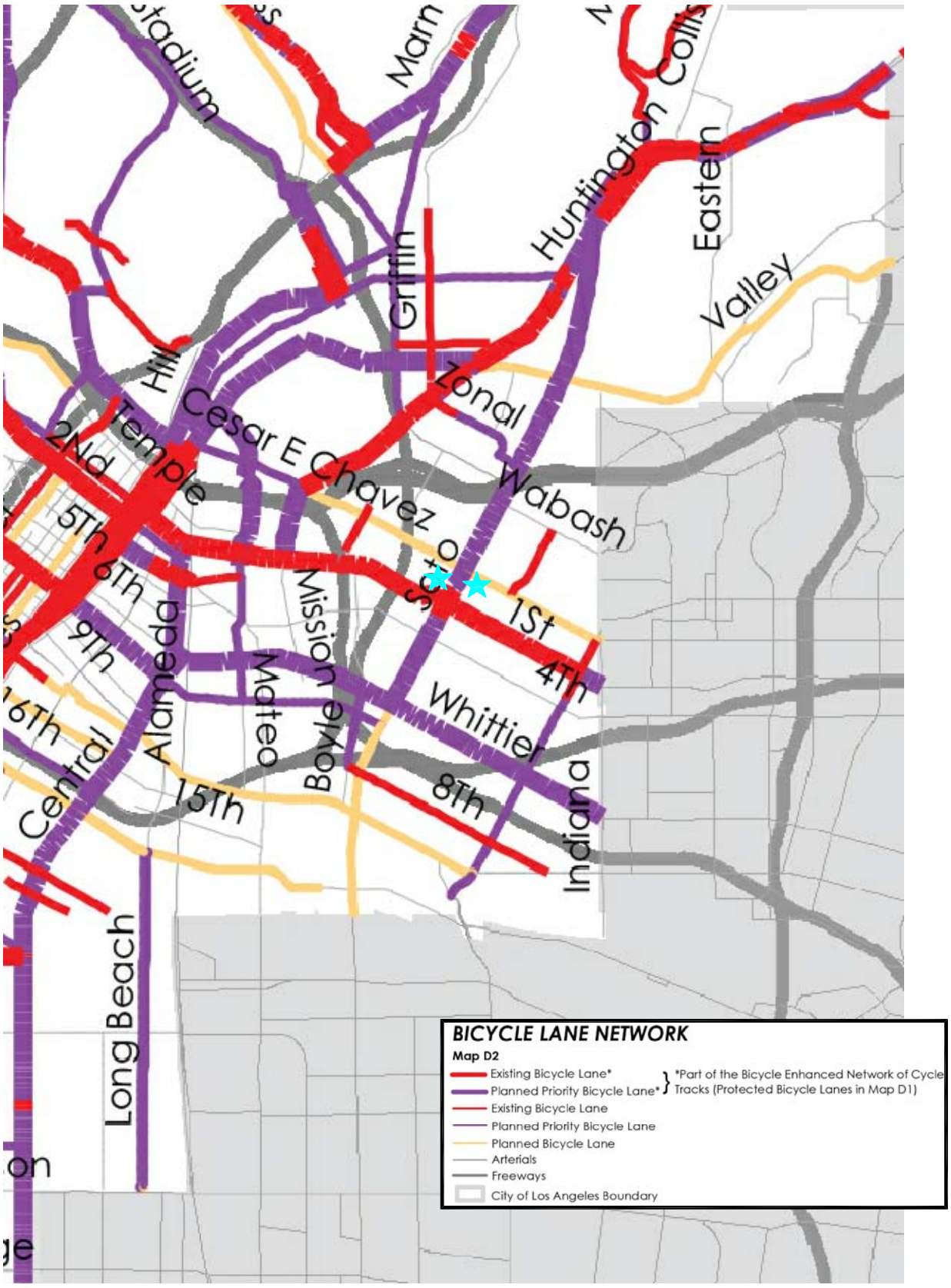

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MAP SOURCE: CITY OF LOS ANGELES MOBILITY PLAN 2035

PROJECT SITES

FIGURE 3-2
CITY OF LOS ANGELES
PROPOSED BICYCLE LANE NETWORK

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LOS LIRIOS MIXED-USE PROJECT

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- Commercial Use: One (1.0) long-term bicycle parking space per 2,000 square feet.
  One (1.0) short-term bicycle parking space per 2,000 square feet.

Through application of the Municipal Code regulations, the following bicycle parking requirement would be calculated for the proposed project:

- Residential Use: 25 DU x 1.0 space/DU = 25 long-term bicycle spaces
  25 DU x 1.0 space/10 DU = 3 short-term bicycle spaces
  41 DU x 1.0 space/1.5 DU = 27 long-term bicycle spaces
  41 DU x 1.0 space/15 DU = 3 short-term bicycle spaces

- Commercial Use: 5,000 GSF x 1.0 space/2,000 GSF = 3 long-term bicycle spaces
  5,000 GSF x 1.0 space/2,000 GSF = 3 short-term bicycle spaces

Based on the above calculations, the Code bicycle parking requirement for the proposed project totals 55 long-term bicycle spaces and 9 short-term bicycle spaces. The proposed Los Lirios Mixed-Use project is planned to provide 70 long-term bicycle spaces and 10 short-term bicycle spaces which satisfies the Code bicycle parking requirement. The bicycle spaces should be provided in a readily accessible location(s). The selected location(s) will encourage use and maintain visibility for personal safety and theft protection. Appropriate lighting will be provided to increase safety and provide theft protection during night-time parking.

4.0 EXISTING STREET SYSTEM

4.1 Local Street System

Immediate access to the Los Lirios Mixed-Use project and associated parking facility will be provided via the proposed driveway located on the east side of the alleyway along the westerly property frontage which can be accessed from 1st Street. The following five (5) study intersections were selected for analysis in consultation with LADOT staff in order to determine potential impacts related to the proposed project:

1. Breed Street/1st Street
2. Soto Street/Cesar E. Chavez Avenue
3. Soto Street/1st Street
4. Soto Street/4th Street
5. Mott Street/1st Street

The study intersections selected for analysis in the traffic study also are noted in *Figure 1-1*. All of the existing study intersections are presently controlled by traffic signals. The existing roadway configurations and intersection controls at the study intersections are displayed in ***Figure 4-1***.

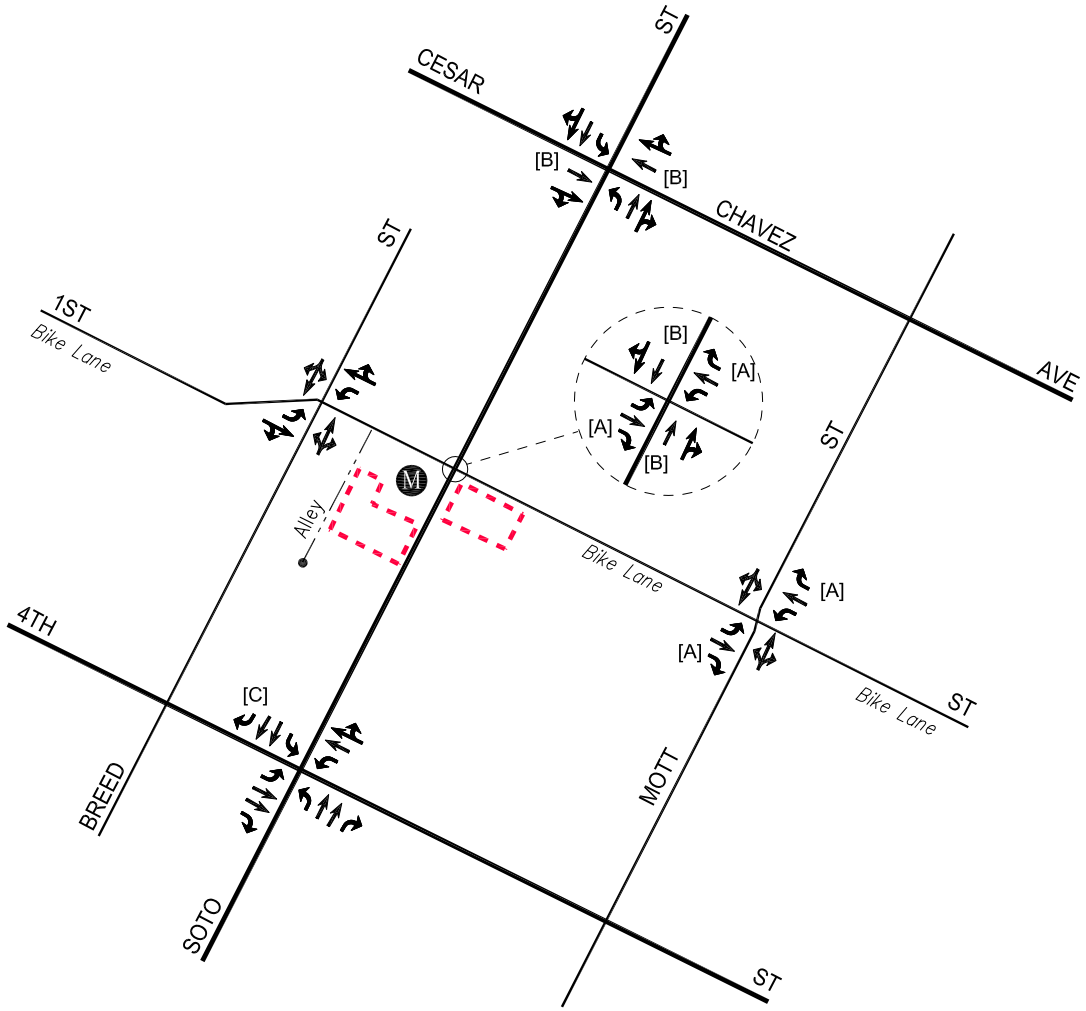
4.2 Roadway Classifications

The City of Los Angeles utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.

- *Arterial* roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute traffic.

- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane



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[A] DE-FACTO LANE

[B] NO LEFT-TURNS 7-9 AM/4-6 PM
LEFT-TURNS ALLOWED DURING OFF PEAK HOURS

[C] OVERLAP PHASE

FIGURE 4-1
EXISTING LANE CONFIGURATIONS

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LOS LIRIOS MIXED-USE PROJECT

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in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

- *Local* roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

4.3 Roadway Descriptions

A review of the important roadways in the project site vicinity and study area is summarized in ***Table 4-1***. As indicated in *Table 4-1*, the important roadways within the project study area were reviewed in terms of the number of lanes provided, median types, and posted speed limits, etc. Additionally, the roadway classifications of key roads in the project study area also are presented in *Table 4-1*.

4.4 Existing Transit Services[7]

Extensive public bus and rail transit service is provided within the Los Lirios Mixed-Use project study area. Public bus transit service is currently provided by Los Angeles County Metropolitan Transit Authority (Metro) and Montebello Transit Service. The Metro Gold Line light rail line is located in close proximity to the project site with the nearest station at Soto Street immediately adjacent to the site. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 4-2***. The existing public transit routes in the Los Lirios Mixed-Use project site vicinity are illustrated in ***Figure 4-2***.

[7] Walk Score also calculates a transit score based on the number and proximity of bus and rail routes near the project site. For example, refer to http://www.walkscore.com/, which generates a transit score of approximately 67 (Good Transit) out of 100 for the project site. Walk Score calculates the transit score of an address by locating nearby bus/rail transit routes and stops. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for using transit service.

Table 4-1
EXISTING ROADWAY DESCRIPTIONS

Roadway	Classification [1]	Travel Lanes		Median Types [4]	Speed Limit
		Direction [2]	No. Lanes [3]		
Breed Street	Local Street	N-S	2 [5]	N/A	25
Soto Street (Wabash Ave. to 60 Fwy.)	Avenue II	N-S	4	N/A	35
Mott Street (Wabash Ave. to Whittier Blvd.)	Collector Street	N-S	2 [5]	N/A	25
Cesar E Chavez Avenue (St. Louis St. to Mott St.) (Mott St. to Lorena St.)	Avenue II (Modified) Avenue II	E-W E-W	4 4	N/A N/A	30 30
1st Street	Avenue II	E-W	2 [6]	NA/2WLT	30
4th Street	Avenue II	E-W	4	N/A	35

Notes:
[1] Roadway classifications obtained from the City of Los Angeles General Plan, September 2016.
[2] Direction of roadways in the project area: N/S - North/South; and E/W - East/West.
[3] Number of lanes in both directions of the roadway.
[4] Median type of the road: RMI - Raised Median Island; 2WLT - 2-Way Left-Turn Lane; and N/A-Not Applicable.
[5] Bike Route (Class III)
[6] Bike Lane (Class II)

Table 4-2
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Metro 30/330	West Hollywood to East Los Angeles via Beverly Hills, Los Angeles and Downtown Los Angeles	Soto Street, Mott Street, 1st Street	EB WB	3 2	2 3
Metro 68	Los Angeles to Montebello via East Los Angeles and Monterey Park	Soto Street, Cesar E Chavez Avenue	EB WB	4 4	4 4
Metro 106	East Los Angeles to Boyle Heights	Soto Street, 4th Street	EB WB	1 1	2 2
Metro 251	Cypress Park to Lynwood via Lincoln Heights, Boyle Heights, Huntington Park and South Gate	Soto Street, Cesar E Chavez Avenue, 1st Street, 4th Street	NB SB	4 3	5 5
Metro 252	Boyle Heights to Montecito Heights via Lincoln Heights and El Sereno	Soto Street, Cesar E Chavez Avenue, 1st Street, 4th Street	NB SB	3 3	3 3
Metro 605	Boyle Heights	Soto Street, Cesar E Chavez Avenue, 1st Street, 4th Street	NB SB	4 4	4 4
Metro 751	Huntington Park to Cypress Park via Boyle Heights and Lincoln Heights	Soto Street, Cesar E Chavez Avenue, 1st Street, 4th Street	NB SB	4 5	4 4
Metro 770	El Monte to Downtown Los Angeles via South El Monte, Monterey Park and East Los Angeles	Soto Street, Cesar E Chavez Avenue	EB WB	4 5	6 5

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) and City of Montebello Bus Lines websites, 2018.

Table 4-2 (Continued)
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Metro Gold Line	East Los Angeles to Azusa via Los Angeles, Highland Park, South Pasadena, Pasadena, Arcadia, Monrovia, Duarte and Irwindale	Soto Street, 1st Street	EB WB	8 8	8 8
Montebello Line 40	Whittier to Downtown Los Angeles via Montebello, East Los Angeles and Boyle Heights	Soto Street, 4th Street	EB WB	6 5	5 5
			Total	**81**	**86**

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) and City of Montebello Bus Lines websites, 2018.



MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY (METRO) WEBSITE

★ PROJECT SITES

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FIGURE 4-2
EXISTING PUBLIC TRANSIT ROUTES

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5.0 TRAFFIC COUNTS

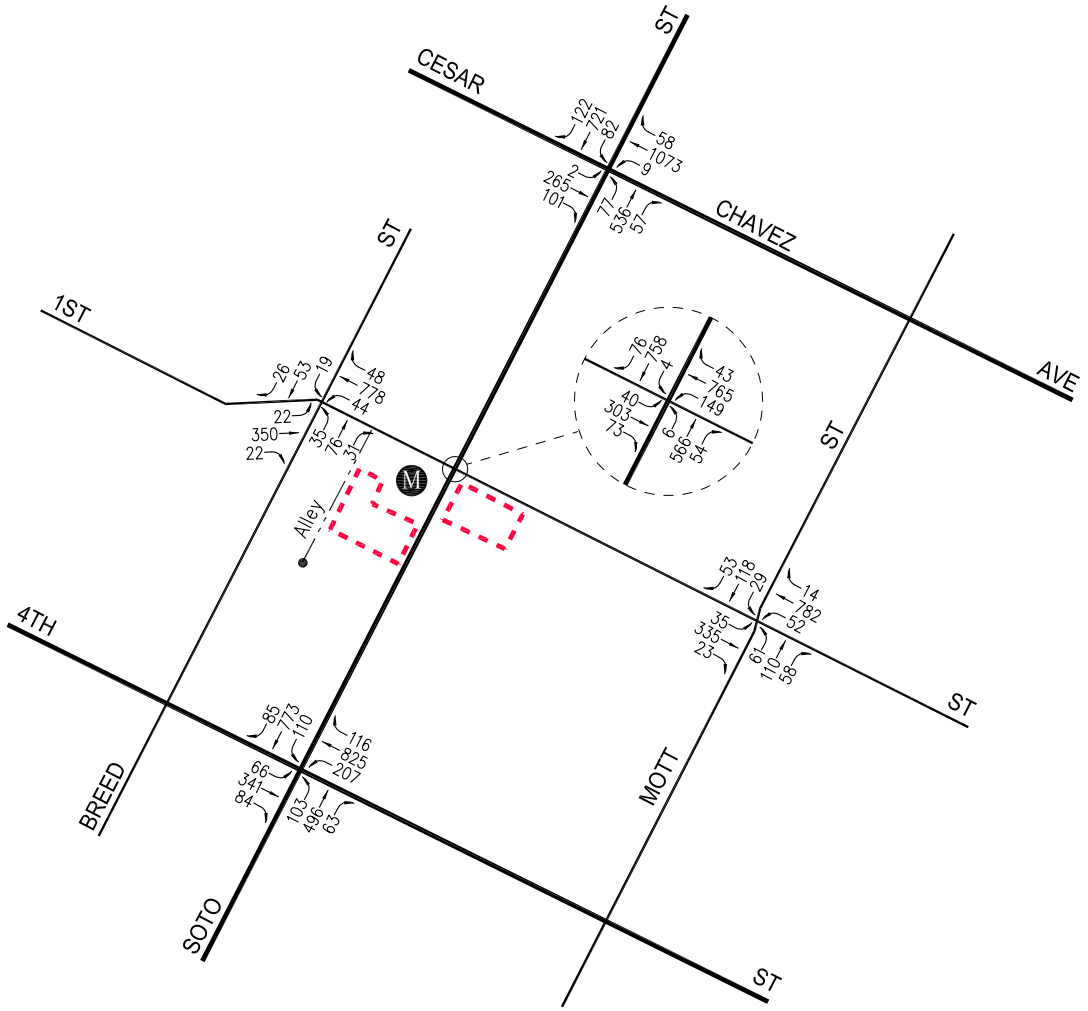
Manual counts of vehicular turning movements were conducted at each of the five study intersections during the weekday morning (AM) and afternoon (PM) commute periods to determine the peak hour traffic volumes. The manual counts were conducted by an independent traffic count subconsultant (NDS Services) at the five study intersections from 7:00 to 10:00 AM to determine the weekday AM peak commute hour and from 3:00 to 6:00 PM to determine the weekday PM peak commute hour. In conjunction with the manual turning movement vehicle counts, a count of bicycle and pedestrian volumes were also collected during the peak periods. It is noted that all of the traffic counts were conducted when local schools were in session. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 10:00 AM and 3:00 to 6:00 PM generally associated with metropolitan Los Angeles weekday peak commute hours.

The weekday AM and PM peak hour manual counts of vehicle movements at the study intersections are summarized in ***Table 5-1***. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 5-1*** and ***5-2***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix B***.

Table 5-1
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Breed Street/ 1st Street	05/24/2018	NB SB EB WB	7:15	142 98 394 870	5:00	136 91 695 517
2	Soto Street/ Cesar E. Chavez Avenue	05/24/2018	NB SB EB WB	7:00	670 925 368 1,140	5:00	1,029 735 821 623
3	Soto Street/ 1st Street	05/24/2018	NB SB EB WB	7:15	626 838 416 957	5:00	1,062 608 701 537
4	Soto Street/ 4th Street	05/24/2018	NB SB EB WB	7:15	662 968 491 1,148	5:00	1,101 651 1,155 583
5	Mott Street/ 1st Street	05/24/2018	NB SB EB WB	7:15	229 200 393 848	5:00	264 143 679 454

[1] Counts conducted by National Data & Surveying Services



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PROJECT SITES

METRO GOLD LINE STATION

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FIGURE 5-1
EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

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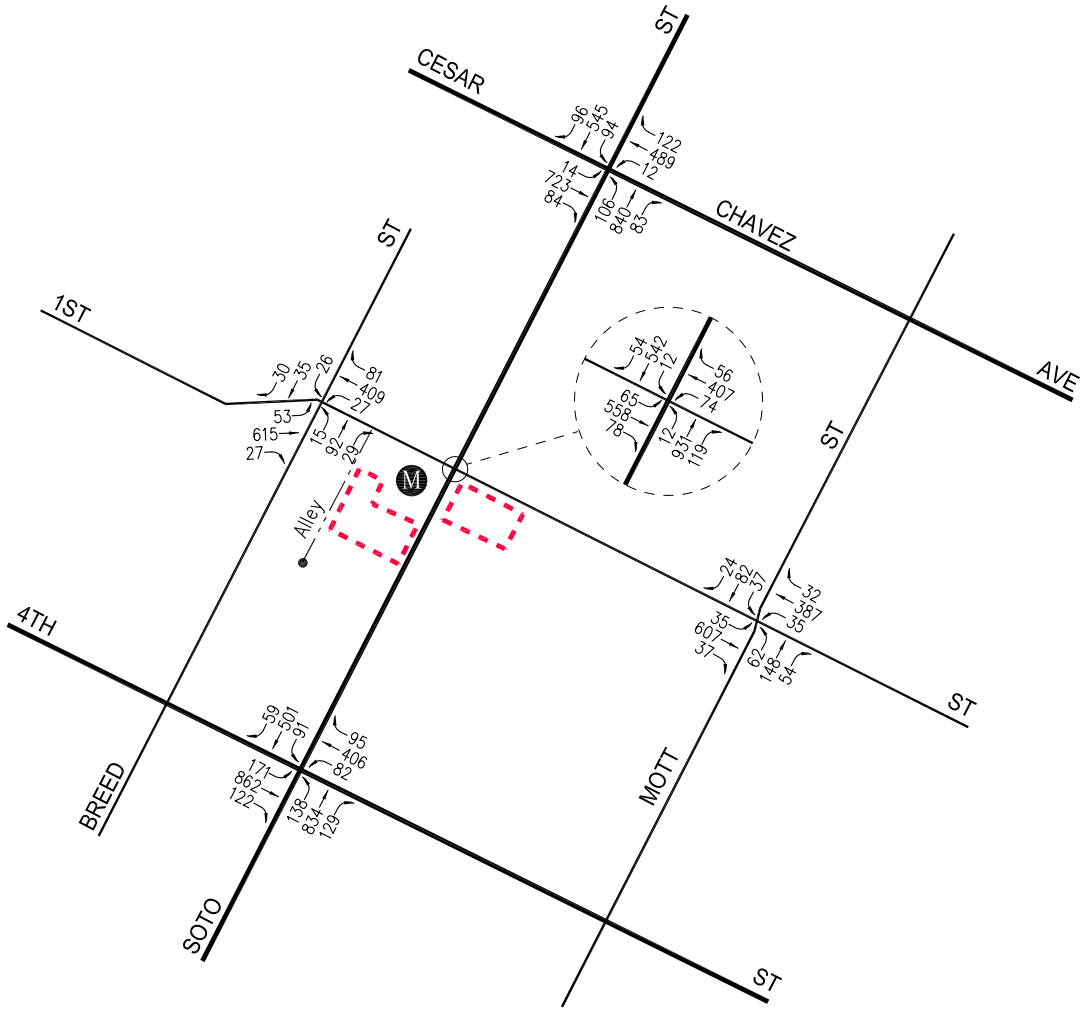

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PROJECT SITES

METRO GOLD LINE STATION

FIGURE 5-2
EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

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6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-project conditions was prepared in accordance with procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis provides a highly conservative estimate of future pre-project traffic volumes as it incorporates both the "A" and "B" options outlined in the CEQA Guidelines for purposes of developing the forecast.

6.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed 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 proposed 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 the City of Los Angeles Departments of Transportation and Planning. The list of related projects in the project site area is presented in ***Table 6-1***. The location of the related projects is shown in ***Figure 6-1***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[8] and trip data as provided by LADOT. 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 6-1*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 6-2*** and ***6-3***, respectively.

[8] Institute of Transportation Engineers, *Trip Generation Manual*, 9th Edition, 2012, Washington, D.C.

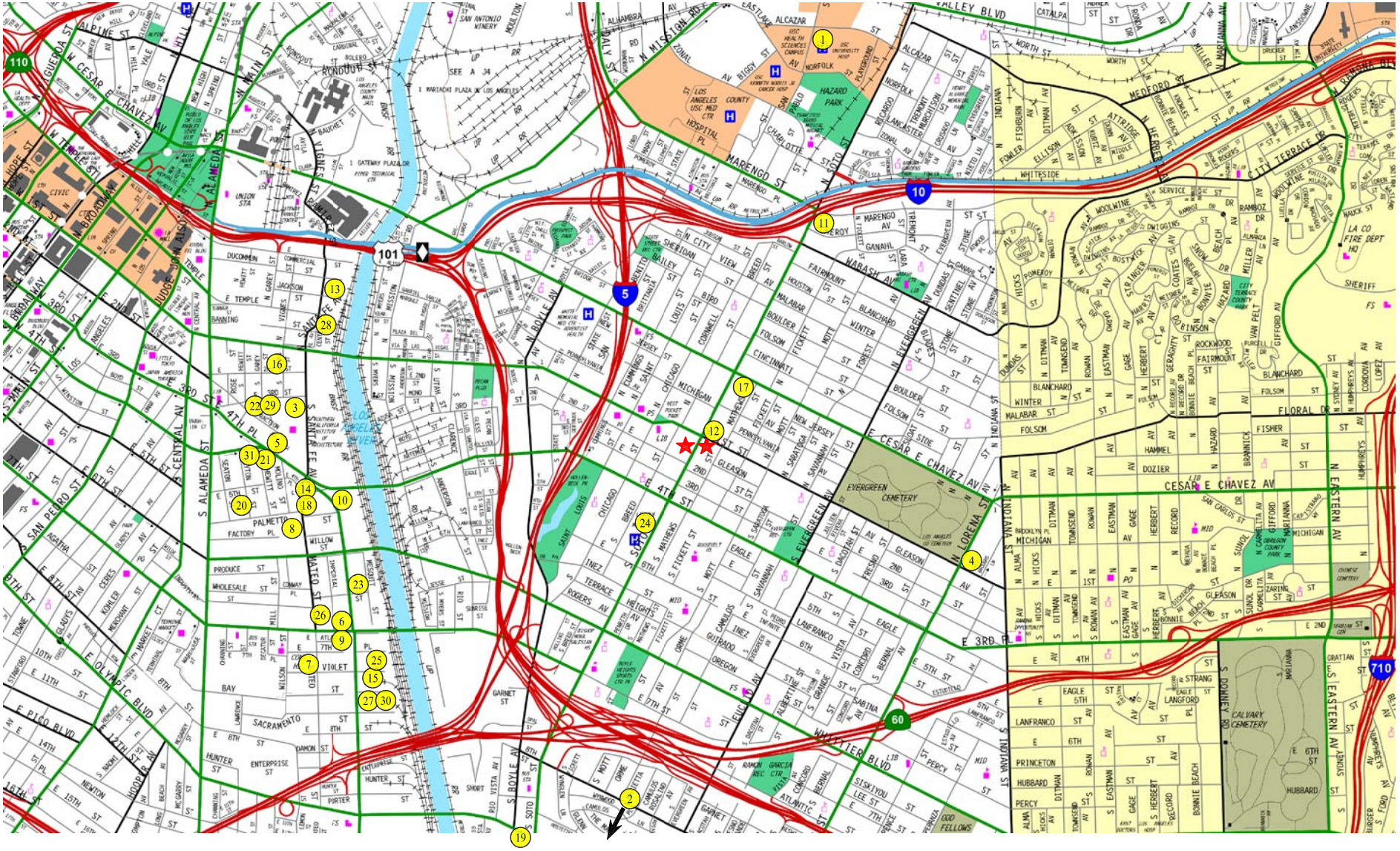
Table-6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER 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
1	Proposed	USC Health Science Campus 1510 N. San Pablo Street	Medical Office Research & Development	120,000 GSF 465,000 GSF	[1]	7,715	613	140	753	161	613	774
2	Proposed	Boyle Heights MU Specific Plan 2901 E. Olympic Boulevard	Apartment Retail Office Medical Office Daycare Center Library	4,400 DU 185,000 GLSF 125,000 GSF 25,000 GSF 15,000 GSF 15,000 GSF	[1]	19,382	463	1,044	1,507	1,123	804	1,927
3	Proposed	Santa Fe Freight Yard Redevelopment 950 East 3rd Street	Apartment Retail/Restaurant School	635 DU 30,062 GLSF 532 Students	[1]	6,372	162	177	339	245	213	458
4	Proposed	Lorena Plaza Mixed-Use 3401 E. 1st Street	Apartment Retail	49 DU 10,000 GLSF	[1]	458	6	18	24	25	17	42
5	Proposed	Coca Cola Mixed-Use 963 E. 4th Street	Office Retail Restaurant	78,600 GSF 25,000 GLSF 20,000 GSF	[1]	2,512	106	22	128	113	138	251
6	Proposed	2051 E. 7th Street	Apartment Restaurant Retail	320 DU 5,000 GSF 15,000 GLSF	[1]	2,310	17	127	144	145	64	209
7	Proposed	826 S. Mateo Street	Condominium Retail Restaurant	90 DU 11,000 GLSF 5,600 GSF	[1]	1,267	11	34	45	62	39	101
8	Proposed	555 S. Mateo Street	Retail	153,000 GLSF	[1]	4,300	5	30	35	220	205	425
9	Proposed	2030 E. 7th Street	Office Retail	243,583 GSF 40,000 GLSF	[1]	2,306	274	34	308	69	249	318
10	Proposed	540 S. Santa Fe Avenue	Office	89,825 GSF	[1]	726	90	12	102	17	81	98
11	Proposed	1030 N. Soto Street	Hotel	81 Rooms	[1]	662	25	18	43	25	23	48
12	Proposed	2407 E. 1st Street	Apartment Retail	81 DU 5,000 GLSF	[1]	450	2	18	20	22	14	36
13	Proposed	Metro Emergency Security Operations Center 410 N. Center Street	Office	110,000 GSF	[1]	1,165	87	0	87	0	79	79
14	Proposed	500 S. Mateo Street	Restaurant	12,882 GSF	[1]	1,052	48	41	89	50	31	81
15	Proposed	2130 E. Violet Street	Office Retail	94,000 GSF 7,500 GLSF	[1]	1,351	137	30	167	39	122	161
16	Proposed	929 E. 2nd Street	Retail Other	37,974 GLSF 71,078 GSF	[1]	2,153	68	12	80	105	96	201
17	Proposed	La Veranda Mixed-Use 2420 E. Cesar Chavez Avenue	Apartment Bank Health Club	77 DU 4,000 GSF 4,000 GSF	[1]	1,087	25	36	61	54	44	98
18	Proposed	520 S. Mateo Street CPC-2016-3853	Apartment Office	600 DU 30,000 GSF	[1]	4,995	157	220	377	274	223	497

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER 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
18			Retail Restaurant	15,000 GLSF 15,000 GSF								
19	Proposed	2650 E. Olympic Boulevard	Apartment Office Supermarket High-Turnover Restaurant Drinking Place Retail Coffee Shop Bank	1,030 DU 219,258 GSF 31,285 GSF 26,070 GSF 15,642 GSF 15,642 GLSF 2,607 GSF 2,607 GSF	[1]	12,247	498	447	945	599	539	1,138
20	Proposed	527 S. Colyton Street ENV-2016-3400-EIR	Apartment Retail Office	310 DU 11,375 GLSF 11,736 GSF	[1]	2,095	36	116	152	121	74	195
21	Proposed	940 E. 4th Street ENV-2017-611-EAF	Apartment Retail Office	93 DU 14,248 GLSF 6,000 GSF	[1]	788	14	37	51	44	31	75
22	Proposed	806 E. 3rd Street	Restaurant	18,327 GSF	[1]	253	1	(1)	0	13	7	20
23	Proposed	640 S. Santa Fe Avenue	Office Retail Restaurant	91,185 GSF 9,430 GLSF 6,550 GSF	[1]	1,330	90	8	98	43	114	157
24	Proposed	443 S. Soto Street	Elementary School	625 Students	[1]	277	131	112	243	32	25	57
25	Proposed	2143 E. Violet Street	Apartment Office Retail	320 DU 224,292 GSF 46,670 GLSF	[1]	4,477	329	122	451	130	330	460
26	Proposed	676 S. Mateo Street	Apartment Retail	185 DU 27,280 GLSF	[1]	1,990	50	95	145	106	51	157
27	Proposed	Soho House 1000 S. Santa Fe Avenue	Market Health Club Restaurant	14,193 GSF 6,793 GSF 10,065 GSF	[1]	2,029	194	30	224	57	192	249
28	Proposed	220 N. Center Street 2017-CEN-46412	Apartment Retail	430 DU 8,742 GLSF	[1]	2,166	33	119	152	121	79	200
29	Proposed	810 E. 3rd Street	Apartment Restaurant Retail	4 DU 3,541 GSF 6,171 GLSF	[1]	1,487	37	32	69	87	48	135
30	Proposed	2110 Bay Street 2016-CEN-44566	Apartment Affordable Housing Office Retail	99 DU 11 DU 113,350 GSF 43,657 GLSF	[1]	2,394	180	63	243	89	192	281
31	Proposed	401 S. Hewitt Street COC-2017-469-GPA	Office Retail Restaurant	255,500 GSF 4,970 GLSF 9,940 GSF	[1]	3,493	365	76	441	100	324	424
TOTAL						**95,289**	**4,254**	**3,269**	**7,523**	**4,291**	**5,061**	**9,352**

[1] Sources: City of Los Angeles Department of Transportation (LADOT) and Department of City Planning (LADCP). The peak hour traffic volumes were forecast based on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.



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MAP SOURCE: RAND MCNALLY & COMPANY

★ PROJECT SITES

FIGURE 6-1
LOCATION OF RELATED PROJECTS

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LOS LIRIOS MIXED-USE PROJECT

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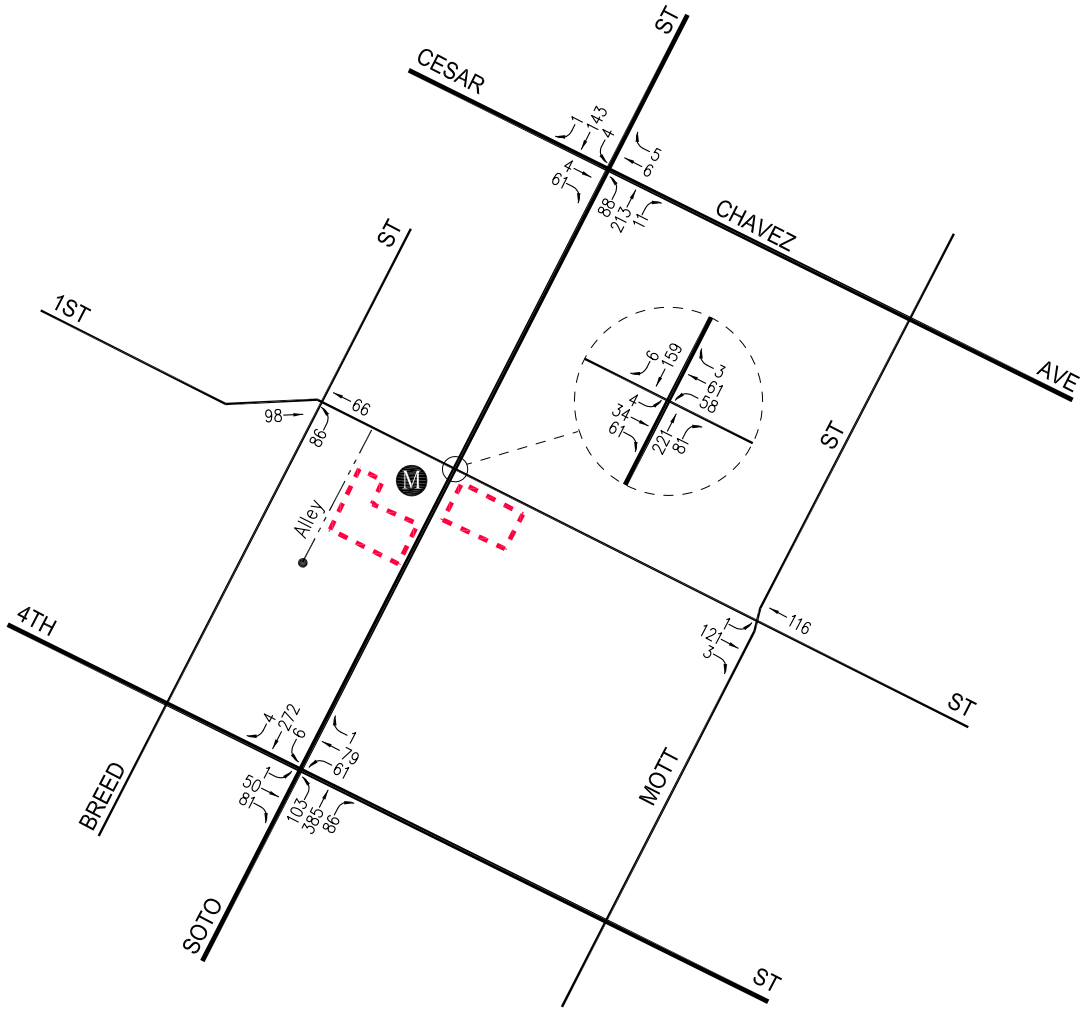

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PROJECT SITES

METRO GOLD LINE STATION

FIGURE 6-2
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LOS LIRIOS MIXED-USE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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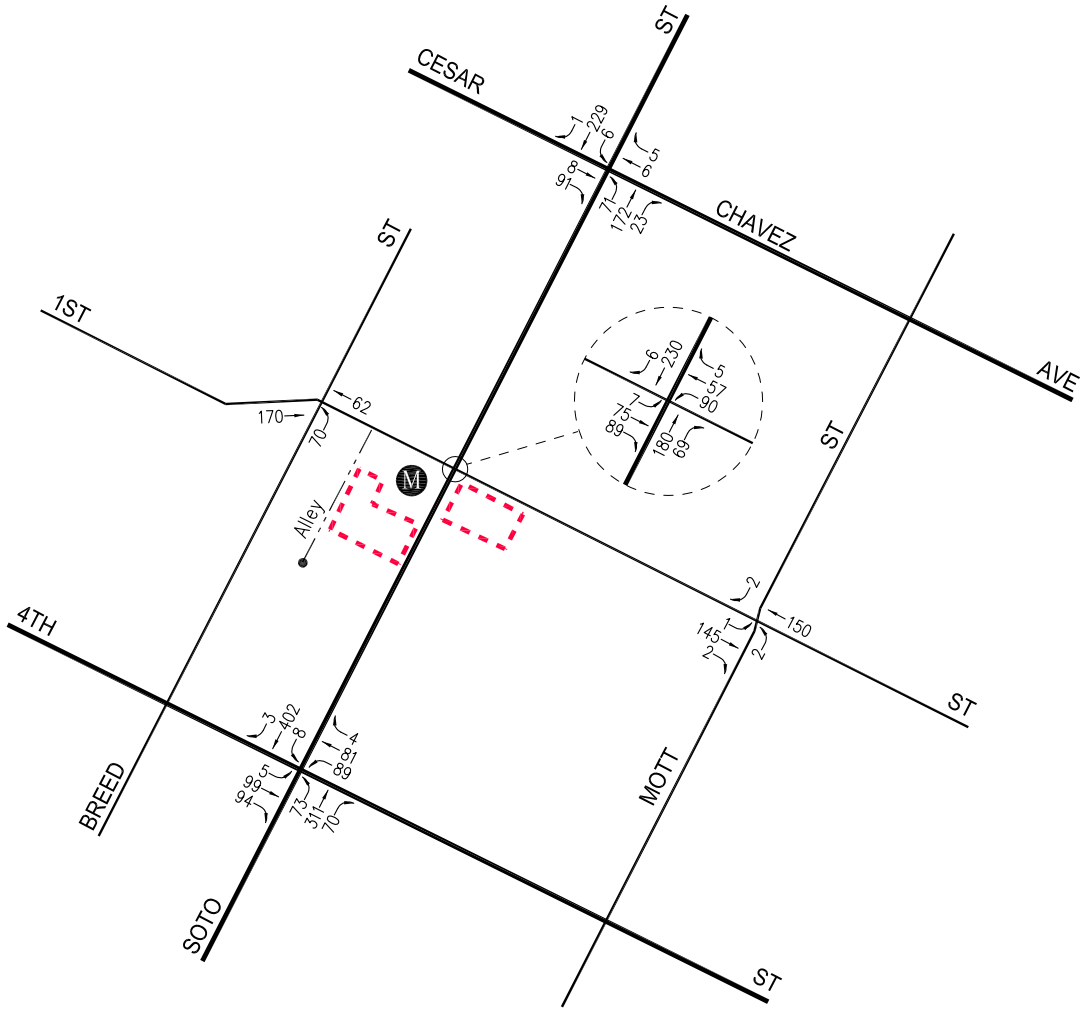

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PROJECT SITES

METRO GOLD LINE STATION

FIGURE 6-3
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LOS LIRIOS MIXED-USE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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6.2 Ambient Traffic Growth Factor

Horizon year background traffic growth estimates have been calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown related projects in the study area as well as account for typical growth in traffic volumes due to the development of projects outside the study area. Ambient traffic growth in the Los Angeles area is presented in the *2010 Congestion Management Program for Los Angeles County* (the "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 Central/Southeast area (RSA 23 – Downtown Los Angeles, Exposition Park, MacArthur Park), it is anticipated that the existing traffic volumes are expected to increase at an annual rate of less than 1.0% per year between the years 2010 and 2020. An annual growth rate of one percent (1.0%) to the buildout year 2021 was used for analysis purposes. Thus, application of this annual growth factor allows for a conservative, worst case forecast of future traffic volumes in the area. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the project vicinity. Thus, the inclusion in this traffic analysis of both 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 a conservative estimate of future traffic volumes at the study intersections.

7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Los Lirios Mixed-Use project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast project traffic. The significance of the project's impacts can then be identified based on the current City traffic impact analysis guidelines and the need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

7.1 Project Traffic Generation

Traffic volumes expected to be generated by the proposed project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates as published in the ITE *Trip Generation Manual*[9] or provided by LADOT. As published in the *City of Los Angeles Transportation Impact Study Guidelines*, affordable housing trip rates for family and senior units derived from the independent study conducted in 2016 of affordable housing sites in the City of Los Angeles were used to forecast the weekday AM and PM peak hour traffic volumes expected to be generated by the affordable housing residential component. Traffic volumes expected to be generated by the community room, retail, and restaurant land use components of the proposed project were based upon rates per 1,000 gross square feet. The following ITE trip generation rates were used in the trip generation forecasts:

- ITE Land Use Code 495 – Recreational Community Room
- ITE Land Use Code 820 – Shopping Center

[9] Institute of Transportation Engineers, *Trip Generation Manual*, 10th Edition, 2017, Washington, D.C.

- ITE Land Use Code 932 – High-Turnover [Sit-Down] Restaurant

The ITE manual contains trip rates for a variety of land uses (including office buildings, shopping centers, condominiums, apartments, etc.), which have been derived based on traffic counts conducted at existing sites. However, the traffic count data submitted to ITE is for free-standing sites generally located in suburban locations, which likely do not reflect the trip generation characteristics for projects located in urban areas such as where the proposed project is situated. Thus, the trip rates provided in the ITE *Trip Generation Manual* (derived from traffic counts at suburban projects) would be expected to overstate the trip generation potential of projects located in the Boyle Heights area of the City of Los Angeles, including the proposed Los Lirios Mixed-Use project.

In addition to the trip generation forecast for the proposed project, a forecast was made of the likely pass-by trips that could be anticipated at the site. 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 generator. Pass-by trip adjustments of 50 percent and 20 percent were applied to the traffic volume forecast for the retail and restaurant components, respectively, pursuant to the LADOT policy.

A trip reduction adjustment was also employed in the project trip generation forecast to account for the proximity to the existing adjacent Metro transit station at Soto Street, as well as the high level of bus transit opportunities and pedestrian activity in the project study area. Based on LADOT traffic study guidelines and discussions with LADOT staff, a transit trip reduction factor of 15 percent (15%) would be applicable to the proposed project based on the project's proximity to the Metro Gold Line Soto Street station and public bus transit routes in the area. However, no other adjustments were made to the project trip generation forecasts to account for trips made internal to the project site (i.e., internal capture).

The weekday trip generation rates and forecast of the vehicular trips anticipated to be generated by the proposed project are presented in ***Table 7-1***. The trip generation forecast for the proposed project was submitted for review and approval by LADOT staff. As presented in *Table 7-1*, the proposed project is expected to generate 48 vehicle trips (22 inbound trips and 26 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 41 vehicle trips (23 inbound trips and 18 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 496 daily trip ends during a typical weekday (248 inbound trips and 248 outbound trips).

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Uses								
Apartment [3]	66 DU	270	13	20	33	12	10	22
Less Transit Adjustment (15%) [4]		(41)	(2)	(3)	(5)	(2)	(2)	(4)
Community Room [5]	1,490 GSF	43	2	1	3	1	2	3
Less Transit Adjustment (15%) [4]		(6)	nom.	nom.	nom.	nom.	nom.	nom.
Retail [6]	2,500 GLSF	94	1	1	2	5	5	10
Less Pass-by Adjustment (50%) [7]		(47)	(1)	(1)	(2)	(3)	(3)	(6)
Less Transit Adjustment (15%) [4]		(7)	nom.	nom.	nom.	nom.	nom.	nom.
High-Turnover (Sit-Down) Restaurant [8]	2,500 GSF	280	14	11	25	15	9	24
Less Pass-by Adjustment (20%) [7]		(56)	(3)	(2)	(5)	(3)	(2)	(5)
Less Transit Adjustment (15%) [4]		(34)	(2)	(1)	(3)	(2)	(1)	(3)
NET TOTAL PROJECT TRIPS		**496**	**22**	**26**	**48**	**23**	**18**	**41**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

[3] Affordable housing (family) trip generation average rates based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles in 2016 as provided in the *Transportation Impact Study Guidelines*, December 2016.
- Daily Trip Rate: 4.08 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.50 trips/dwelling unit; 40% inbound/60% outbound
- PM Peak Hour Trip Rate: 0.34 trips/dwelling unit; 55% inbound/45% outbound

[4] A transit adjustment of 15 percent was applied to all the land use components due to the proximity to the Metro Gold Line Soto station located at 2330 E. 1st Street. The transit adjustments were applied after the pass-by adjustments were applied.

[5] ITE Land Use Code 495 (Recreational Community Room) trip generation average rates.
- Daily Trip Rate: 28.82 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.76 trips/1,000 SF of floor area; 66% inbound/34% outbound
- PM Peak Hour Trip Rate: 2.31 trips/1,000 SF of floor area; 47% inbound/53% outbound

[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of leasable floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable floor area; 48% inbound/52% outbound

[7] 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 the traffic passing the site on an adjacent street or roadway that offers direct access to the site. The pass-by adjustment factors of 50 percent and 20 percent were applied to the retail and restaurant land use components, respectively, pursuant to the *Transportation Impact Study Guidelines*, December 2016.

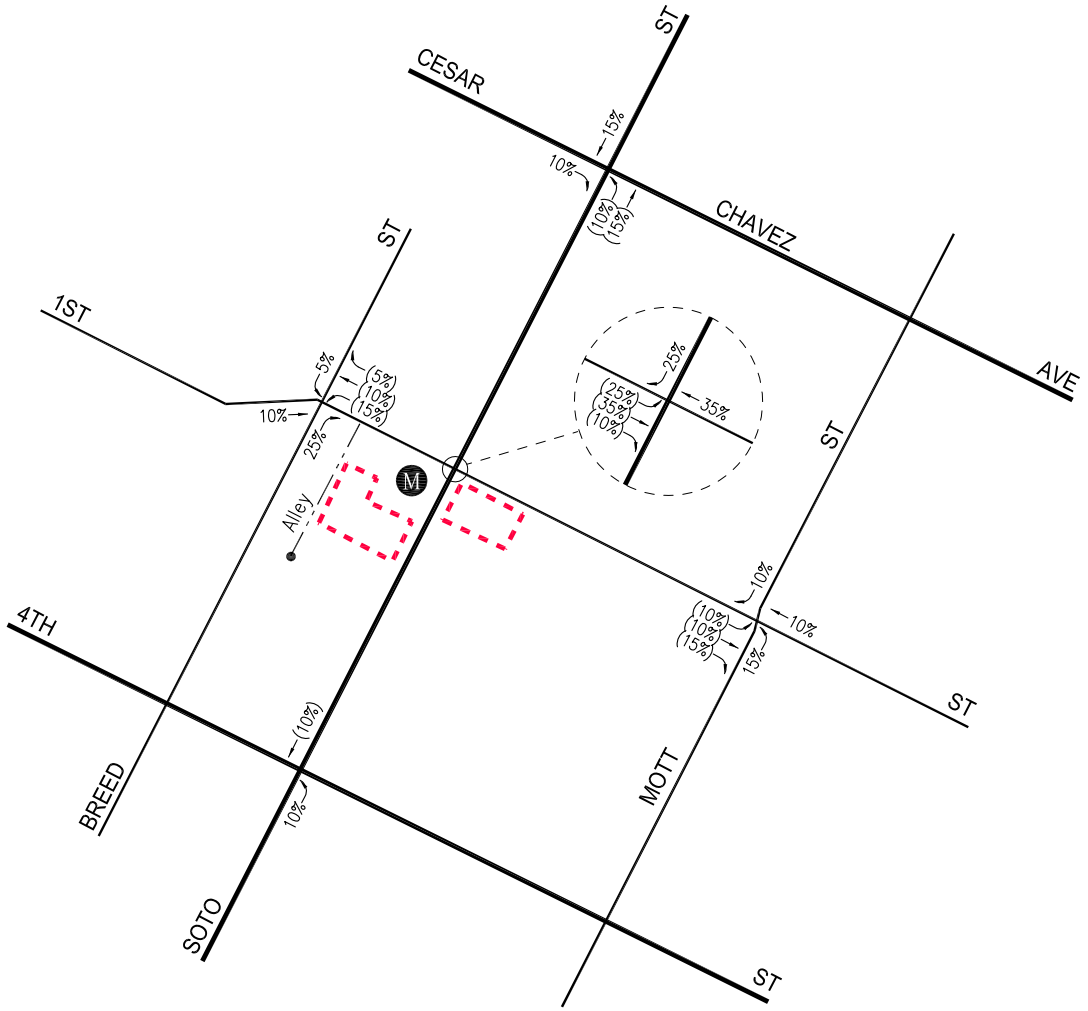
[8] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
- Daily Trip Rate: 112.18 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 9.94 trips/1,000 SF of floor area; 55% inbound/45% outbound
- PM Peak Hour Trip Rate: 9.77 trips/1,000 SF of floor area; 62% inbound/38% outbound

7.2 Project Traffic Distribution and Assignment

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Soto Street, Cesar Chavez Avenue, 1st Street, etc.).
- The location and spatial proximity of nearby commercial centers and similar type uses;
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Existing site parcel access ingress/egress schemes;
- Ingress/egress scheme planned for the proposed project;
- Nearby population and employment centers; and
- Input from LADOT staff.

The project traffic distribution percentages during weekday AM and PM peak hours at the study intersections are illustrated in ***Figure 7-1***. The forecast project traffic volumes at the study intersections for the weekday AM and PM peak hours are displayed in ***Figures 7-2*** and ***7-3***, respectively. The traffic volume assignments presented in *Figures 7-2* and 7-*3* reflect the traffic distribution characteristics shown in *Figure 7-1* and the project traffic generation forecasts presented in *Table 7-1*. It should be noted that in accordance with the City of Los Angeles traffic study guidelines, no pass-by trip adjustments were applied to the intersections adjacent to the project site (i.e., Breed Street/1st Street and Soto Street/1st Street).



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PROJECT SITES

METRO GOLD LINE STATION

XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

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FIGURE 7-1
PROJECT TRIP DISTRIBUTION

LOS LIRIOS MIXED-USE PROJECT

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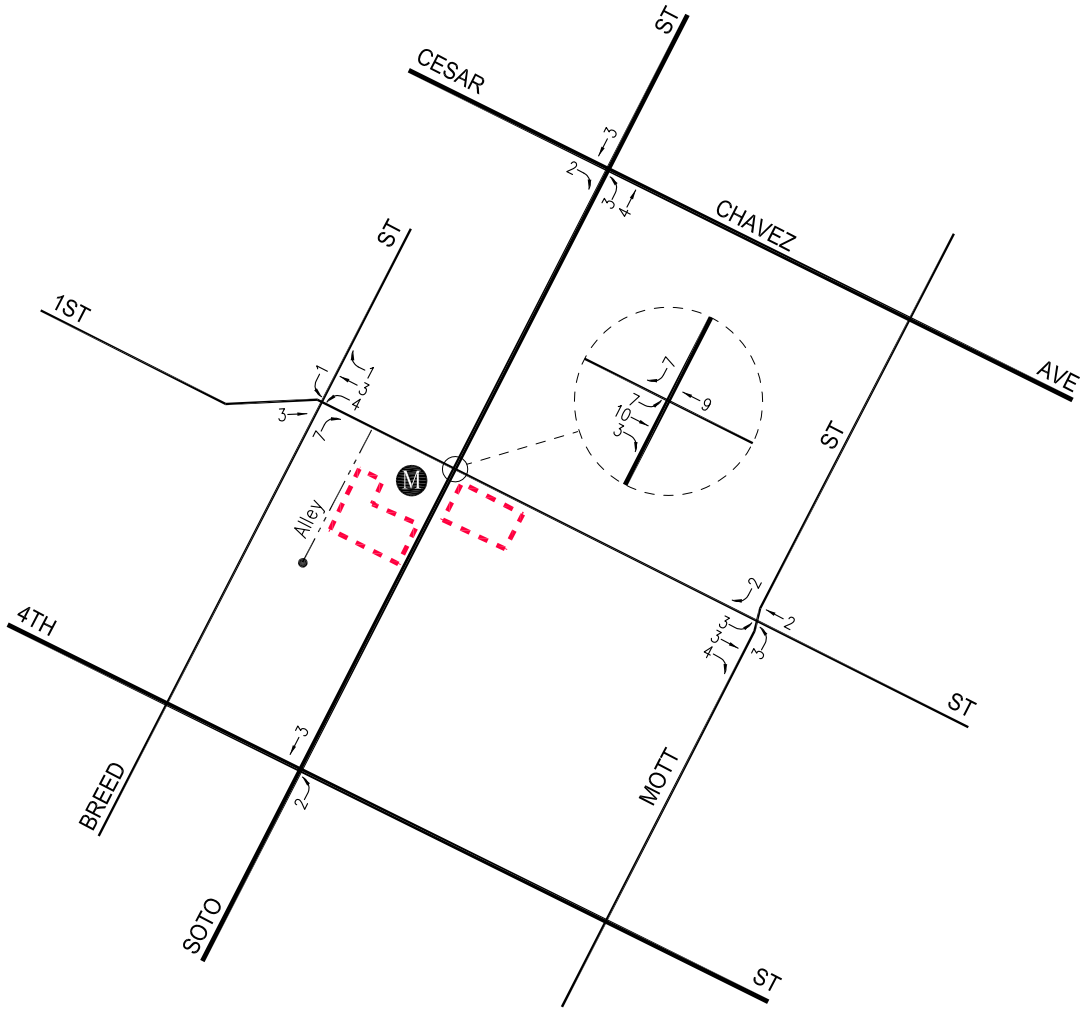

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PROJECT SITES

METRO GOLD LINE STATION

FIGURE 7-2
PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LOS LIRIOS MIXED-USE PROJECT

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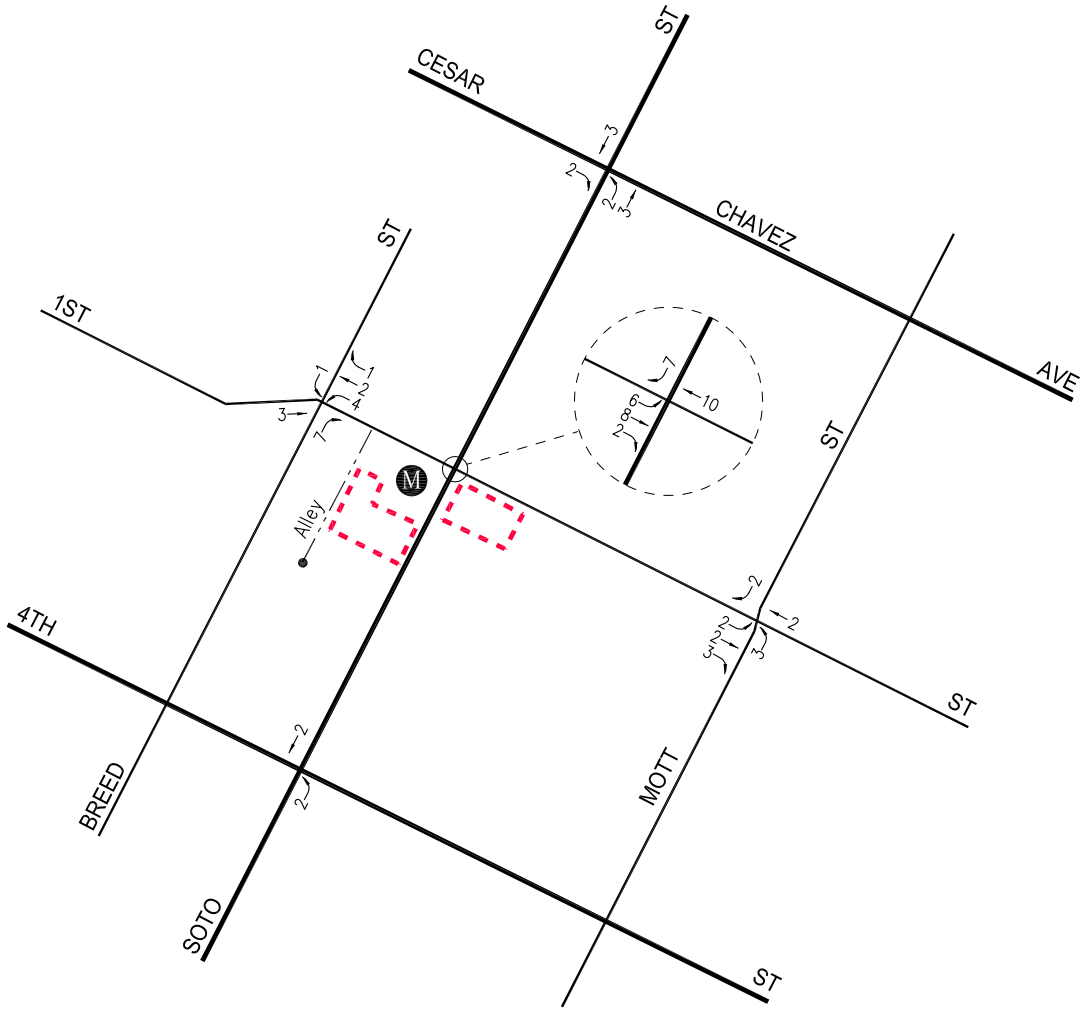

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PROJECT SITES

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FIGURE 7-3
PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LOS LIRIOS MIXED-USE PROJECT

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8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis which determines Volume-to-Capacity (*v/c*) ratios on a critical lane basis. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Level of Service is provided in ***Appendix C***.

8.1 Intersection Impact Criteria and Thresholds

The relative impact of the added project traffic volumes to be generated by the proposed project during the weekday AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

The significance of the potential impacts of project generated traffic was identified using the traffic impact criteria set forth in LADOT's *Transportation Impact Study Guidelines*, December 2016. According to the City's published traffic study guidelines, the impact is considered significant if the project-related increase in the *v/c* ratio equals or exceeds the thresholds presented in ***Table 8-1***.

Table 8-1
CITY OF LOS ANGELES
INTERSECTION IMPACT THRESHOLD CRITERIA

Final *v/c*	**Level of Service**	**Project Related Increase in *v/c***
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
>0.900	E or F	equal to or greater than 0.010

The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above.

8.2 Intersection Traffic Impact Analysis Scenarios

Traffic impacts at the study intersections were analyzed for the following conditions:

[a] Existing conditions.

[b] Existing with project conditions.

[c] Condition [a] plus one percent (1.0%) annual ambient traffic growth through year 2021 and with completion and occupancy of the related projects (i.e., future without project conditions).

[d] Condition [c] with completion and occupancy of the proposed project.

[e] Condition [d] with implementation of project mitigation measures, where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections. It should be noted that Condition [b] above is a hypothetical scenario in that it calculates the traffic due to the occupancy of the proposed project in addition to the existing traffic volumes, but changes to existing volumes are expected to occur throughout the project's construction period due to other area projects and regional growth. However, this condition has been prepared to be consistent with the general rule under CEQA that the potential impacts of a development project are to be measured against existing conditions. Condition [d] above analyzes future conditions upon completion and full occupancy of the proposed project, which is expected to occur in 2021.

9.0 TRAFFIC ANALYSIS

The traffic impact analysis prepared for the study intersections using the CMA methodology and application of the City of Los Angeles significant traffic impact criteria is summarized in ***Table 9-1***. The CMA data worksheets for the analyzed intersections are contained in *Appendix C.*

9.1 Existing Conditions

9.1.1 *Existing Conditions*

As indicated in column [1] of *Table 9-1*, all of the five study intersections are presently operating at LOS C or better during the weekday AM and PM peak hours. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5-1* and *5-2*, respectively.

9.1.2 *Existing With Project Conditions*

As shown in column [2] of *Table 9-1,* application of the City's threshold criteria to the "Existing With Project" scenario indicates that the proposed project is not expected to create significant impacts at any of the five study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Project" conditions. The existing with project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9-1*** and ***9-2***, respectively.

9.2 Future Conditions

9.2.1 *Future Without Project Conditions*

The future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6-1*. As presented in column [3] of *Table 9-1*, four of the five study intersections are expected to continue operating at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the future without project conditions. The following study intersection is expected to operate at LOS E during the peak hour as shown below with the addition of ambient growth traffic and traffic due to the related projects:

Int. No. 3: Soto Street/1st Street PM Peak Hour: *v/c*=0.912, LOS E

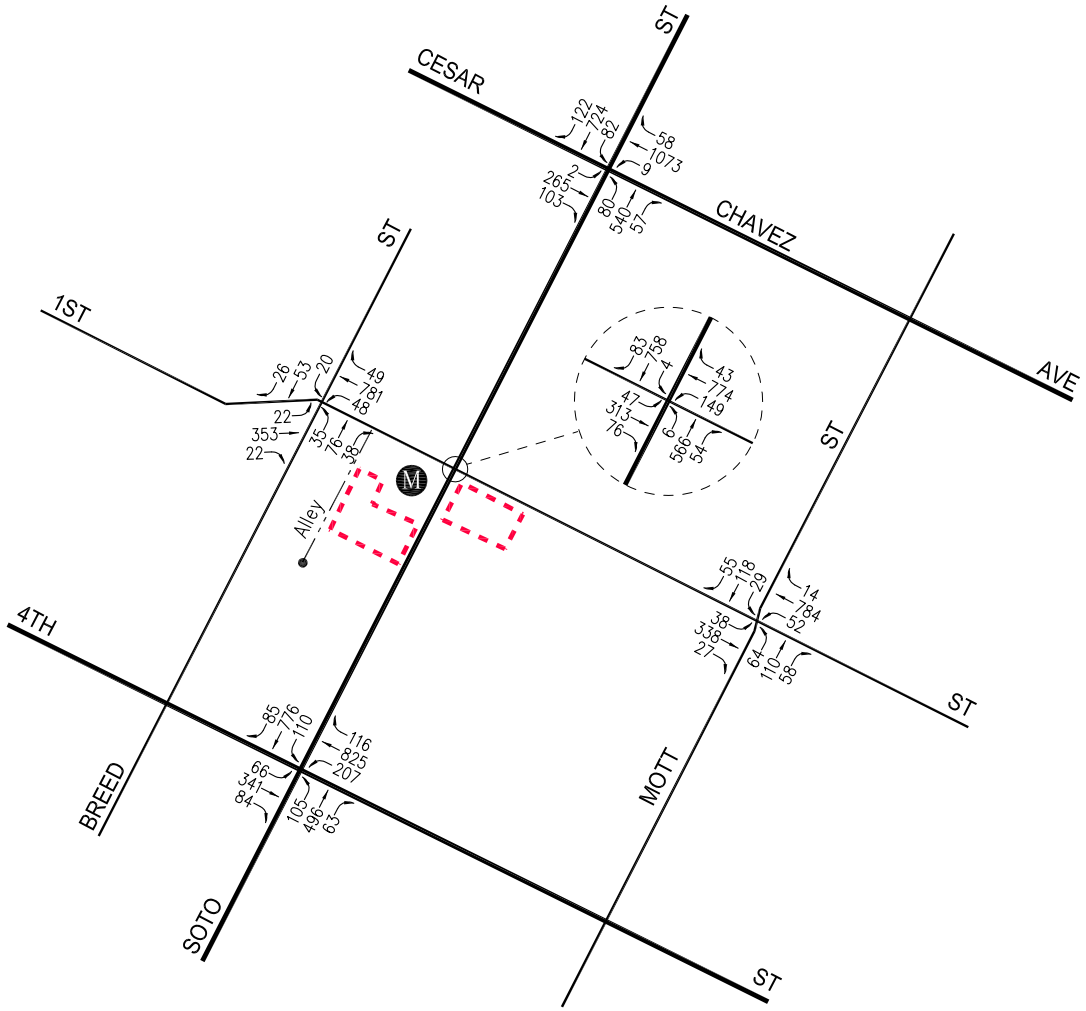
The future without project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 9-3*** and ***9-4***, respectively.

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING V/C	[1] YEAR 2018 EXISTING LOS	[2] YEAR 2018 EXISTING WITH PROJECT V/C	[2] YEAR 2018 EXISTING WITH PROJECT LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [a]	[3] YEAR 2021 FUTURE W/O PROJECT V/C	[3] YEAR 2021 FUTURE W/O PROJECT LOS	[4] YEAR 2021 FUTURE WITH PROJECT V/C	[4] YEAR 2021 FUTURE WITH PROJECT LOS	[4] CHANGE V/C [(4)-(3)]	[4] SIGNIF. IMPACT [a]
1	Breed Street/	AM	0.573	A	0.581	A	0.008	No	0.695	B	0.703	C	0.008	No
	1st Street	PM	0.454	A	0.464	A	0.010	No	0.631	B	0.641	B	0.010	No
2	Soto Street/	AM	0.617	B	0.620	B	0.003	No	0.749	C	0.752	C	0.003	No
	Cesar E. Chavez Avenue	PM	0.567	A	0.568	A	0.001	No	0.688	B	0.690	B	0.002	No
3	Soto Street/	AM	0.724	C	0.737	C	0.013	No	0.847	D	0.860	D	0.013	No
	1st Street	PM	0.687	B	0.701	C	0.014	No	0.912	E	0.917	E	0.005	No
4	Soto Street/	AM	0.621	B	0.623	B	0.002	No	0.838	D	0.841	D	0.003	No
	4th Street	PM	0.616	B	0.616	B	0.000	No	0.850	D	0.850	D	0.000	No
5	Mott Street/	AM	0.619	B	0.625	B	0.006	No	0.719	C	0.726	C	0.007	No
	1st Street	PM	0.529	A	0.532	A	0.003	No	0.645	B	0.649	B	0.004	No

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010



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PROJECT SITES

METRO GOLD LINE STATION

FIGURE 9-1
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LOS LIRIOS MIXED-USE PROJECT

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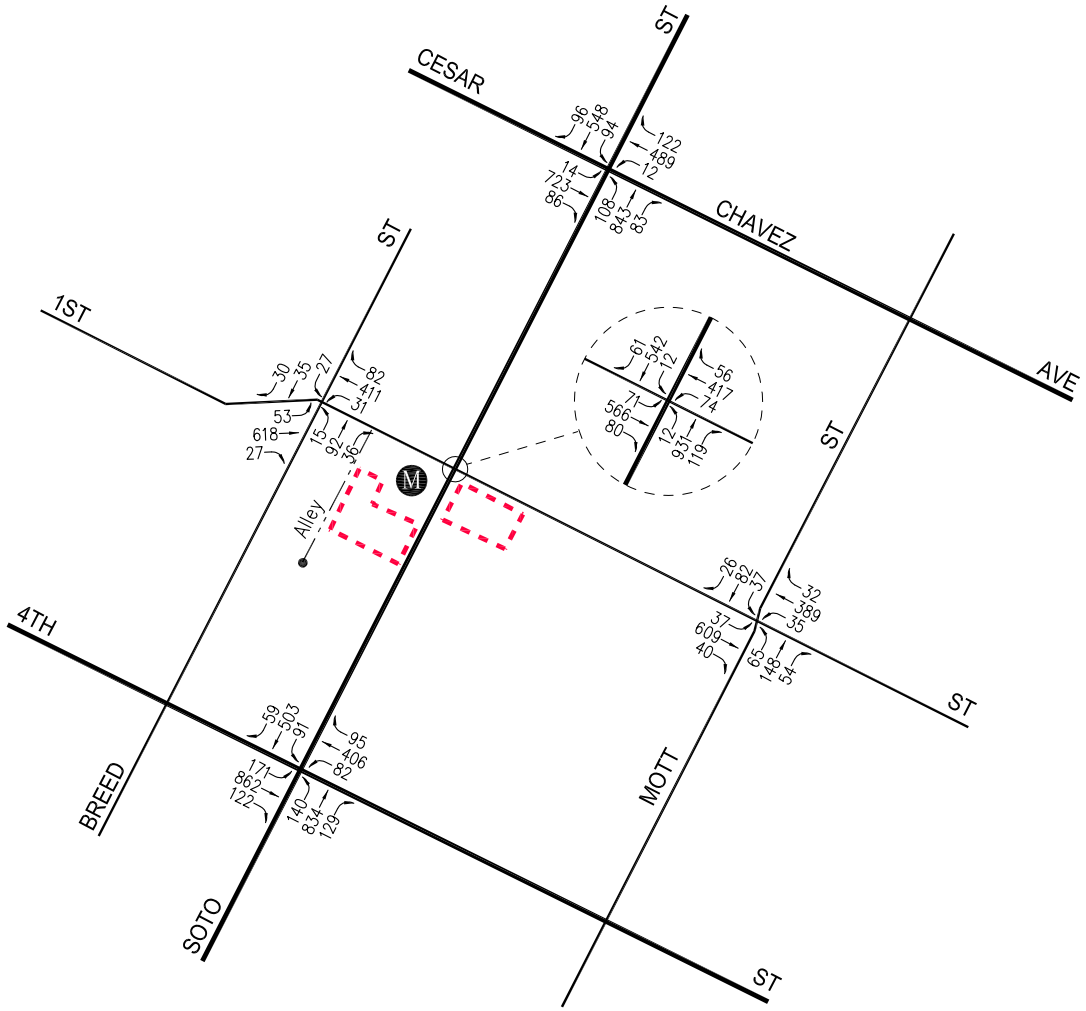

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PROJECT SITES

METRO GOLD LINE STATION

FIGURE 9-2
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LOS LIRIOS MIXED-USE PROJECT

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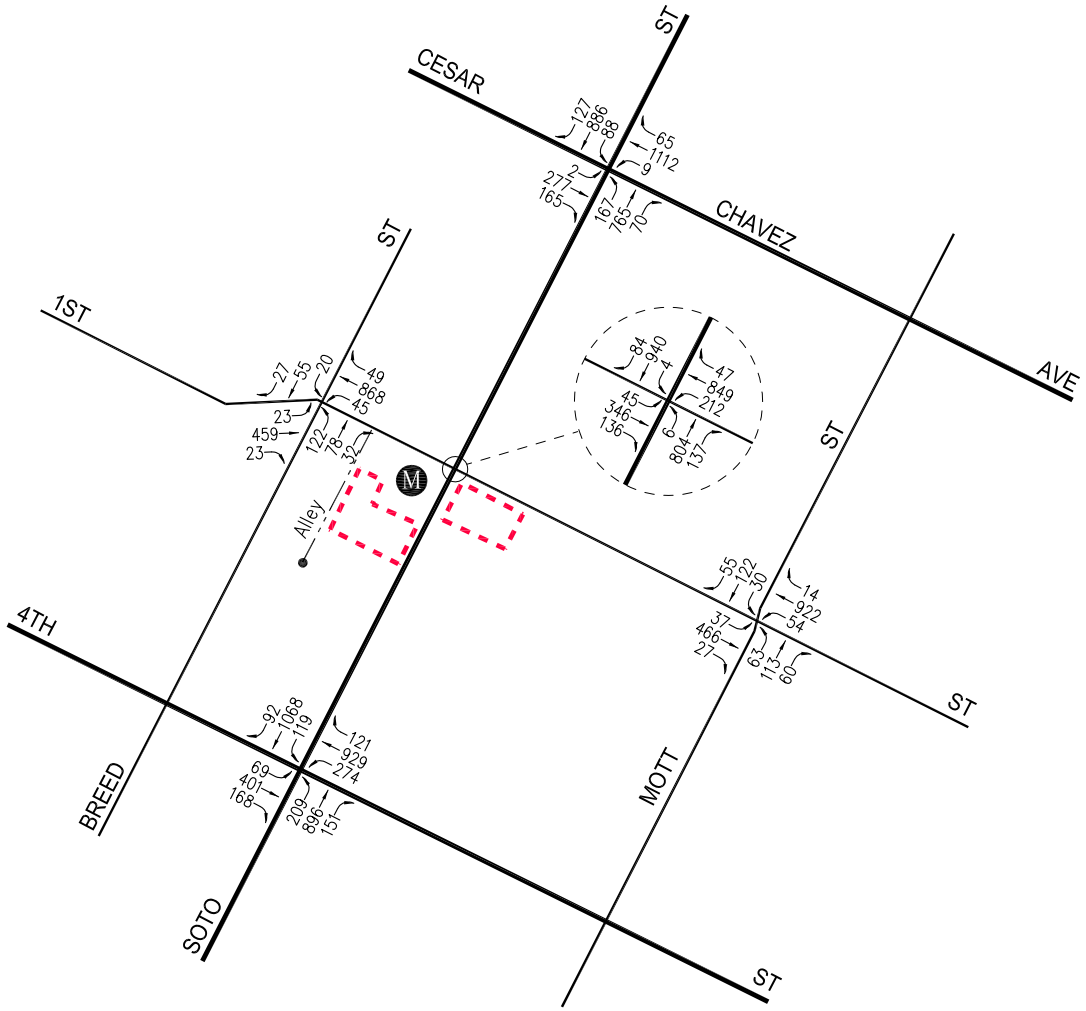

PROJECT SITES

METRO GOLD LINE STATION

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FIGURE 9-3
FUTURE WITHOUT PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LOS LIRIOS MIXED-USE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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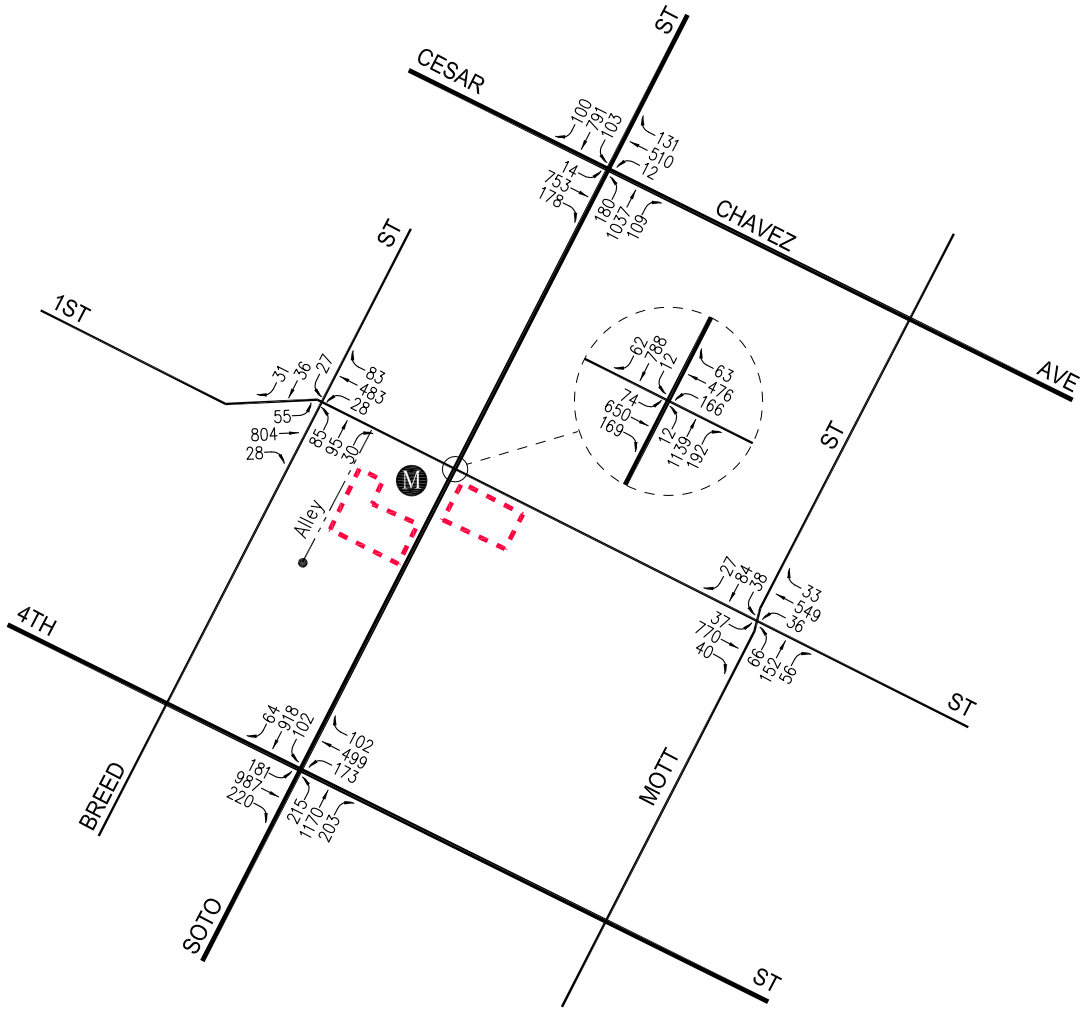

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PROJECT SITES

METRO GOLD LINE STATION

FIGURE 9-4
FUTURE WITHOUT PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LOS LIRIOS MIXED-USE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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9.2.2 *Future With Project Conditions*

As shown in column [4] of *Table 9-1*, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is not expected to create significant impacts at the five study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections. The future with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in ***Figures 9-5*** and ***9-6***, respectively.

9.3 Freeway Impact Analysis Screening Criteria Review

Pursuant to the "Freeway Impact Analysis Procedures" agreement executed in October 2013 and amended in December 2015 between LADOT and Caltrans District 7, traffic studies may be required to conduct a focused freeway impact analysis in addition to the CMP analysis. If projects meet any of the following criteria, applicants are directed to the Caltrans' Intergovernmental Review (IGR) section for a determination on the need for analysis and, if necessary, the methodology to be utilized for a freeway impact analysis:

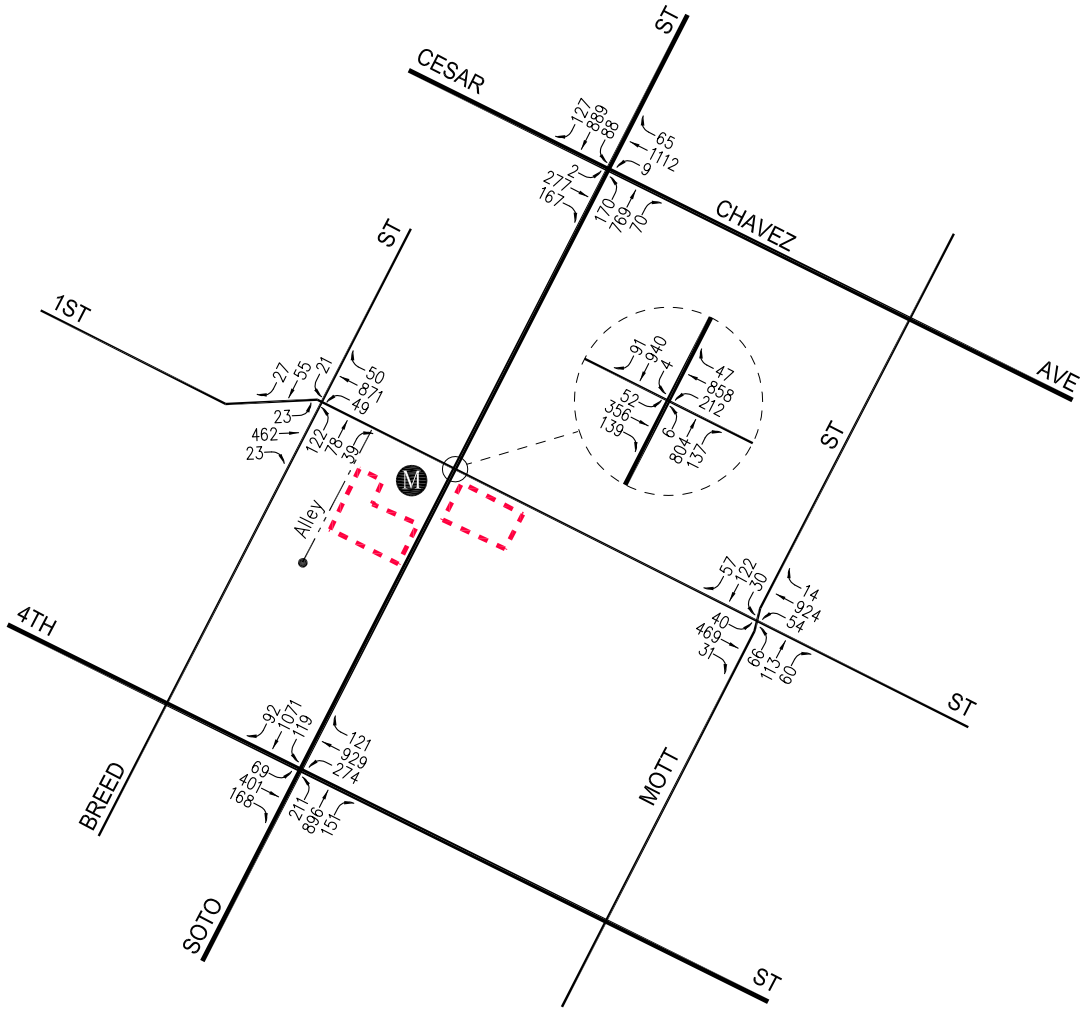
- The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at LOS E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or

- The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or

- The project's peak hour trips would result in a 1% or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 850 vehicles per hour per lane); or

- The project's peak hour trips would result in a 2% or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 850 vehicles per hour per lane).

The traffic study MOU as contained in *Appendix A* was subsequently updated to include a review of the screening filter in order to determine if this project would be required to prepare a freeway analysis in accordance with the Caltrans freeway impact analysis requirements which are beyond the requirements established in the CMP. As presented in ***Table 9-2***, based on the project trip generation and trip distribution to the highway system, the proposed project would not be subject to the Caltrans freeway impact analysis beyond the CMP requirements.



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PROJECT SITES

M METRO GOLD LINE STATION

FIGURE 9-5
FUTURE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LOS LIRIOS MIXED-USE PROJECT

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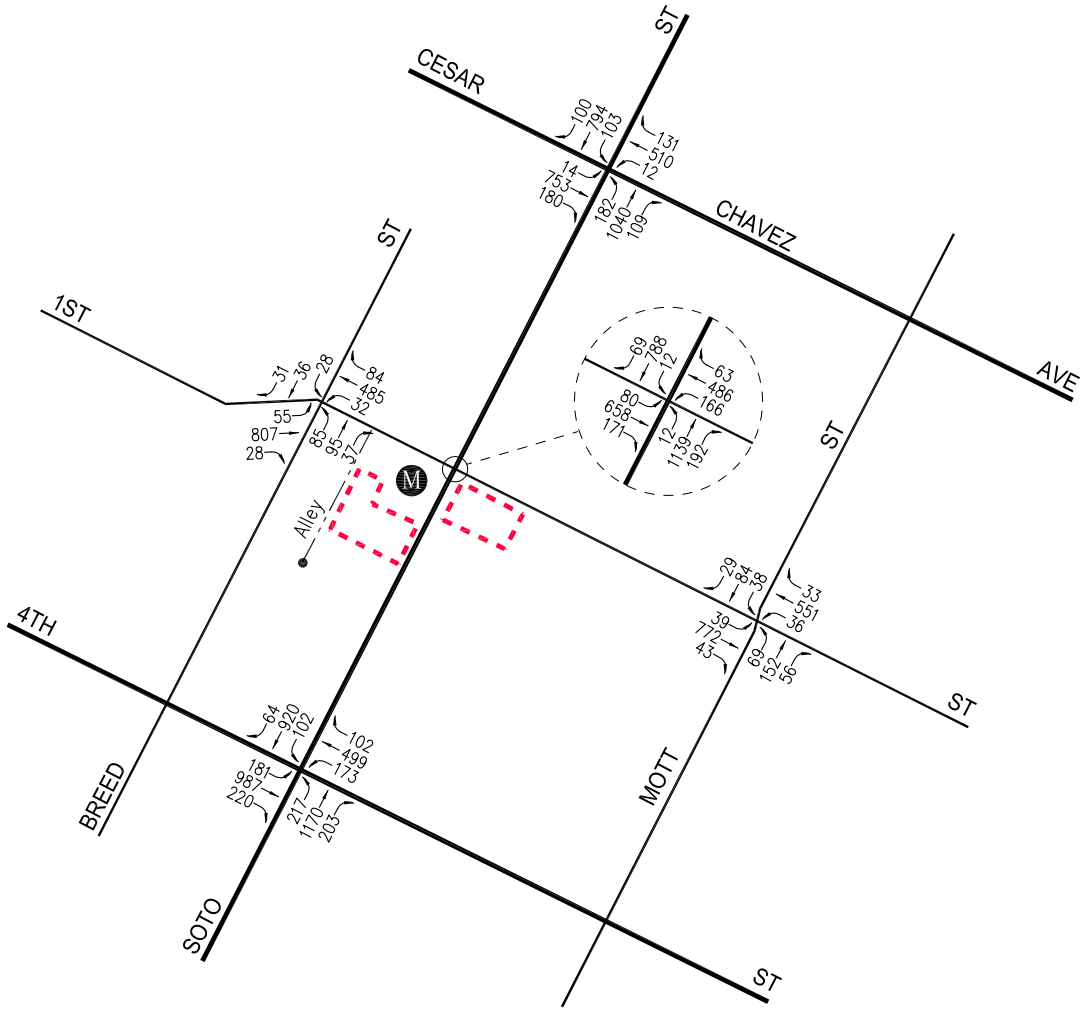

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PROJECT SITES

METRO GOLD LINE STATION

FIGURE 9-6
FUTURE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LOS LIRIOS MIXED-USE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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Table 9-2
FREEWAY IMPACT ANALYSIS SCREENING [1]
Weekday AM and PM Peak Hours

PROJECT TRIP GENERATION	TOTAL PROJECT	
	AM	PM
Inbound	22	23
Outbound	26	18

FREEWAY LOCATION	DIR.	PROJECT TRIP DIRECTION	TOTAL PROJECT TRIPS DIST.	AM	PM	NO. OF LANES	TOTAL CAPACITY [2]	PERCENT OF CAPACITY AM	PM	FREEWAY ANALYSIS REQUIRED? (YES/NO) [3]
Mainline Segment										
I-5 Freeway north of	NB	Outbound	5%	1	1	5	10,000	0.0%	0.0%	No
I-10 Freeway	SB	Inbound	5%	1	1	4	8,000	0.0%	0.0%	No
US-101 Freeway north of	NB	Outbound	10%	3	2	4	8,000	0.0%	0.0%	No
Alameda Street	SB	Inbound	10%	2	2	4	8,000	0.0%	0.0%	No
I-10 Freeway west of	EB	Inbound	5%	1	1	5	10,000	0.0%	0.0%	No
Alameda Street	WB	Outbound	5%	1	1	5	10,000	0.0%	0.0%	No
I-10 Freeway east of	EB	Outbound	10%	3	2	6	12,000	0.0%	0.0%	No
Soto Street	WB	Inbound	10%	2	2	6	12,000	0.0%	0.0%	No
SR-60 Freeway east of	EB	Outbound	5%	1	1	5	10,000	0.0%	0.0%	No
Lorena Street	WB	Inbound	5%	1	1	5	10,000	0.0%	0.0%	No
Off-Ramp										
I-5 Freeway NB at 4th Street	NB	Inbound	5%	1	1	2	1,700	0.1%	0.1%	No
I-5 Freeway SB at 4th Street	SB	Inbound	5%	1	1	2	1,700	0.1%	0.1%	No
US-101 Freeway SB at 4th Street	SB	Inbound	5%	1	1	2	1,700	0.1%	0.1%	No
I-10 Freeway EB at Soto Street	EB	Inbound	5%	1	1	3	2,550	0.0%	0.0%	No
I-10 Freeway WB at Soto Street	WB	Inbound	10%	2	2	4	3,400	0.1%	0.1%	No

[1] Pursuant to the *Transportation Impact Study Guidelines,* City of Los Angeles Department of Transportation, December 2016, *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* , October 2013, and per *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* , December 15, 2015.

[2] Total Capacity derived from the assumed free-flow capacities shown below: (in vehicles per hour per lane)

Facility Type	Capacity
Mainline Segment	2,000 vphpl
Off-Ramp	850 vphpl

[3] Freeway impact analysis is required if the project would result in an increase of ≥2% of capacity for facilities operating at LOS D, or in an increase

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9.4 City of Los Angeles High Injury Network Review

Vision Zero 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 the Department of Transportation 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[10]. These roads are collectively known as the High Injury Network (HIN). The HIN will be reviewed for potential engineering re-design as well as educational and enforcement campaigns.

The proposed project is located at 113, 119, 121 South Soto Street and 2316, 2322, and 2400 East 1st Street in the Boyle Heights Community Plan area of the City of Los Angeles. The roadways in the study area of the proposed project which have been identified on the City's HIN are noted below:

- Soto Street, between Wabash Avenue and Olympic Boulevard,
- Cesar E. Chavez Avenue, between Boyle Avenue and Fresno Street,
- 1st Street, between Soto Street and Mott Street,
- 4th Street, between Gless Street and Soto Street.

If a proposed project results in significant traffic impacts at intersections located along a designated HIN, 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.

[10] Vision Zero Los Angeles 2015-2025, August 2015.

10.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02), causing or worsening LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

10.1 Intersections

There are no CMP intersection monitoring locations in the vicinity of the proposed project. The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the weekday AM or PM peak hours. The proposed project will not add 50 or more trips during either the weekday AM or PM peak hours (i.e., of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for a traffic impact assessment. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

10.2 Freeways

The following CMP freeway monitoring locations in the project vicinity have been identified:

- CMP Station — Location

  Seg. No. 1004 — I-5 Freeway at Stadium Way

  Seg. No. 1014 — I-10 Freeway at East Los Angeles City Limit

  Seg. No. 1036 — U.S. 101 Freeway north of Vignes Street

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak hours. The proposed project will not add 150 or more trips (in either direction) during either the weekday AM or PM peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. As summarized in *Table 7-1*, the proposed project is anticipated to generate at most 26 outbound vehicle trips during the weekday AM peak hour and 23 inbound vehicle trips during the weekday PM peak hour, which is well below the 150 trip threshold. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

10.3 Transit Impact Review

As required by the *2010 Congestion Management Program*, a review has been made of the potential impacts of the project on transit service. As discussed in Subsection 4.4 herein, existing transit service is provided in the vicinity of the proposed Los Lirios Mixed-Use project.

The project trip generation, as shown in *Table 7-1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to LADOT approval, assuming 15 percent (15%) transit trips, the proposed project is forecast to generate demand for ten transit trips during the weekday AM peak hour and nine transit trips during the PM peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for 104 daily transit trips. The calculations are as follows:

- Weekday AM Peak Hour = $48 \times 1.4 \times 0.15 = 10$ Transit Trip
- Weekday PM Peak Hour = $41 \times 1.4 \times 0.15 = 9$ Transit Trips
- Weekday Daily Trips = $496 \times 1.4 \times 0.15 = 104$ Transit Trips

As shown in *Table 4-2*, ten bus/rail lines and routes are provided in close proximity to the project site. As outlined in *Table 4-2*, under the "No. of Buses/Trains During Peak Hour" column, these transit lines provide services for an average of (i.e., average of the directional number of buses/trains during the peak hours) roughly 81 and 86 buses/trains during the weekday AM and PM peak hours, respectively. Therefore, based on the above calculated weekday AM and PM peak hour trips, this would correspond to less than one additional transit rider per bus/train. It is anticipated that the existing transit service in the project area will adequately accommodate the increase of project-generated transit trips. Thus, given the number of project-generated transit trips per bus/train, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

11.0 CONCLUSIONS

- ***Project Description*** – The project applicant in partnership with the Los Angeles County Metropolitan Transportation Authority seeks to obtain entitlements to construct a mixed-use project with 66 affordable housing apartment units and up to 5,000 square feet of ground floor local community serving retail/restaurant uses for Site A. Site B will primarily consist of the restoration and rehabilitation of the historic Peabody Werden Duplex with landscaping enhancements. Construction of the proposed project is expected to commence in year 2020 with occupancy in the year 2021. Vehicular access will be provided via a single driveway located on the east side of the alleyway along the westerly property frontage, at the southwest corner of the project site

- ***Study Scope –*** The following five (5) study intersections were selected for analysis in consultation with LADOT staff in order to determine potential impacts related to the proposed project:

  1. Breed Street/1st Street
  2. Soto Street/Cesar E. Chavez Avenue
  3. Soto Street/1st Street
  4. Soto Street/4th Street
  5. Mott Street/1st Street

- ***Project Trip Generation*** – The proposed project is expected to generate an increase of 48 vehicle trips (22 inbound trips and 26 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate an increase of 41 vehicle trips (23 inbound trips and 18 outbound trips). Over a 24-hour period, the proposed project is forecast to generate an increase of 496 daily trip ends during a typical weekday (248 inbound trips and 248 outbound trips).

- ***Related Projects*** – The City of Los Angeles Departments of Transportation and Planning were consulted to obtain the list of development projects (related projects) in the area. A total of 31 related projects was identified and considered as part of the cumulative traffic analysis.

- ***Traffic Impact Analysis*** – It is concluded that the proposed project is not expected to create a significant traffic impact at any of the five study intersections based on the City of Los Angeles thresholds of significance used for evaluating traffic impacts. Incremental, but not significant, impacts are noted at the study intersections with completion of the proposed project. Because there are no significant impacts, no direct traffic mitigation measures are required or recommended for the study locations.

- ***CMP Traffic Assessment*** – The results of the Los Angeles CMP traffic assessment indicate that the proposed project will not adversely affect any CMP arterial monitoring intersections or freeway monitoring locations. Therefore, no improvements/mitigation measures are required.

APPENDIX A

TRAFFIC STUDY MEMORANDUM OF UNDERSTANDING

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Impact Study for the following Project will be prepared in accordance with the latest version of LADOT's % E % W %

_____ _____ _____ _____

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ☐ Yes ☐ No

Trip Generation Adjustments *(Exact amount of credit subject to approval by LADOT)*

	Yes	No
Transit Usage	☐	☐
Transportation Demand Management	☐	☐
Existing Active Land Use	☐	☐
Previous Land Use	☐	☐
Internal Trip credits,		

	IN	OUT	TOTAL
AM Trips	_____	_____	_____
PM Trips	_____	_____	_____

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: _____ Ambient or CMP Growth Rate: _____ % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☐ Yes ☐ No

Subject to Freeway Impact Analysis, in addition to CMP Analysis? *(Freeway analysis screening filter must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)* ☐ Yes ☐ No

IV. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
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Phone Number:	626.796.2322	Los Angeles, CA 90033
E-Mail:	taing@llgengineers.com	

Approved by:

x Chin Taing (Digitally signed by Chin Taing, DN: cn=Chin Taing, o=LLG Engineers, ou=Linscott Law & Greenspan Engineers, email=taing@llgengineers.com, c=US, Date: 2018.07.03 17:06:43 -07'00')		x [signature]	7/3/18
Consultant's Representative	Date	LADOT Representative	Date

List of Study Intersections *(refer to Figure 1-1)*

1.

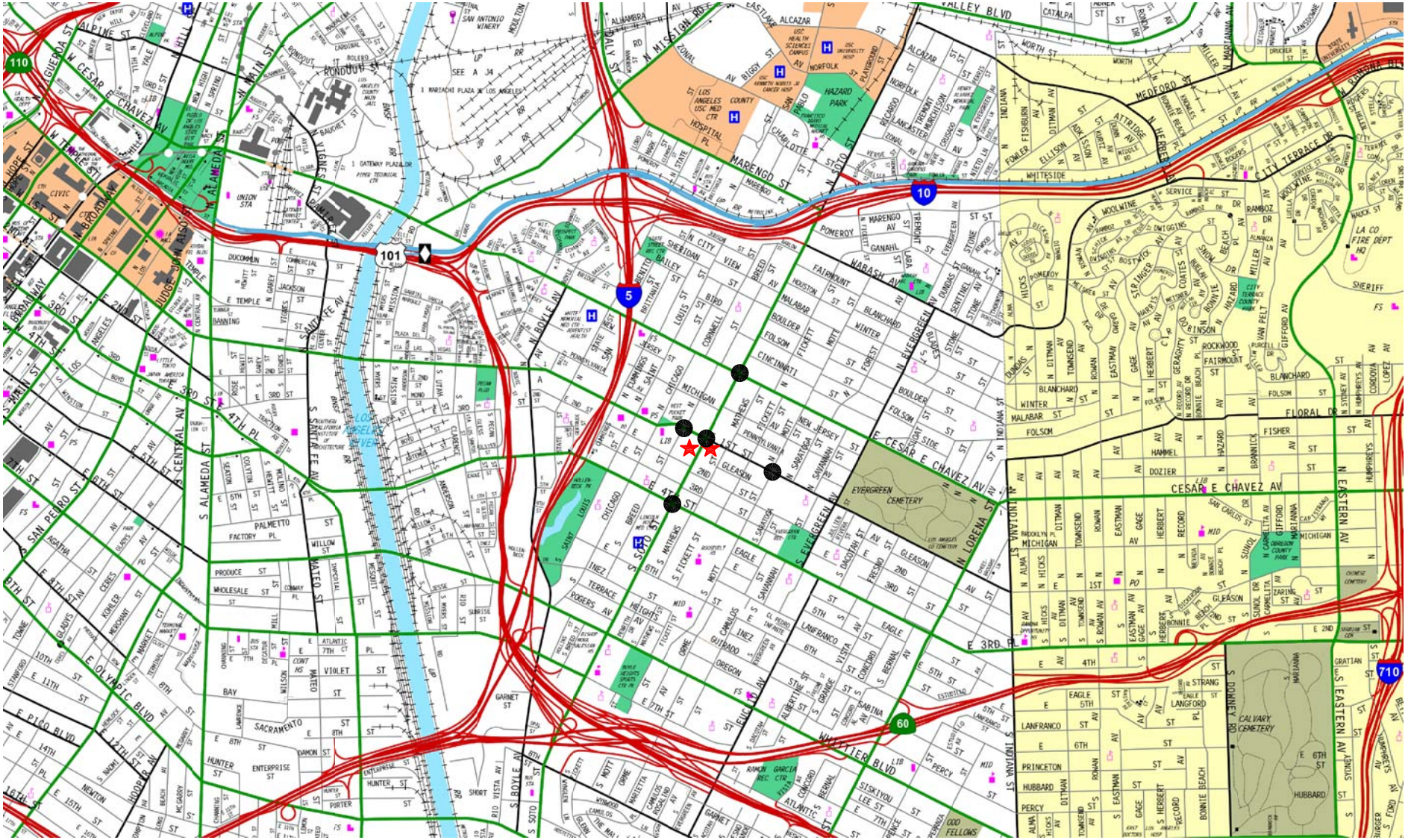

FIGURE 1-1
VICINITY MAP

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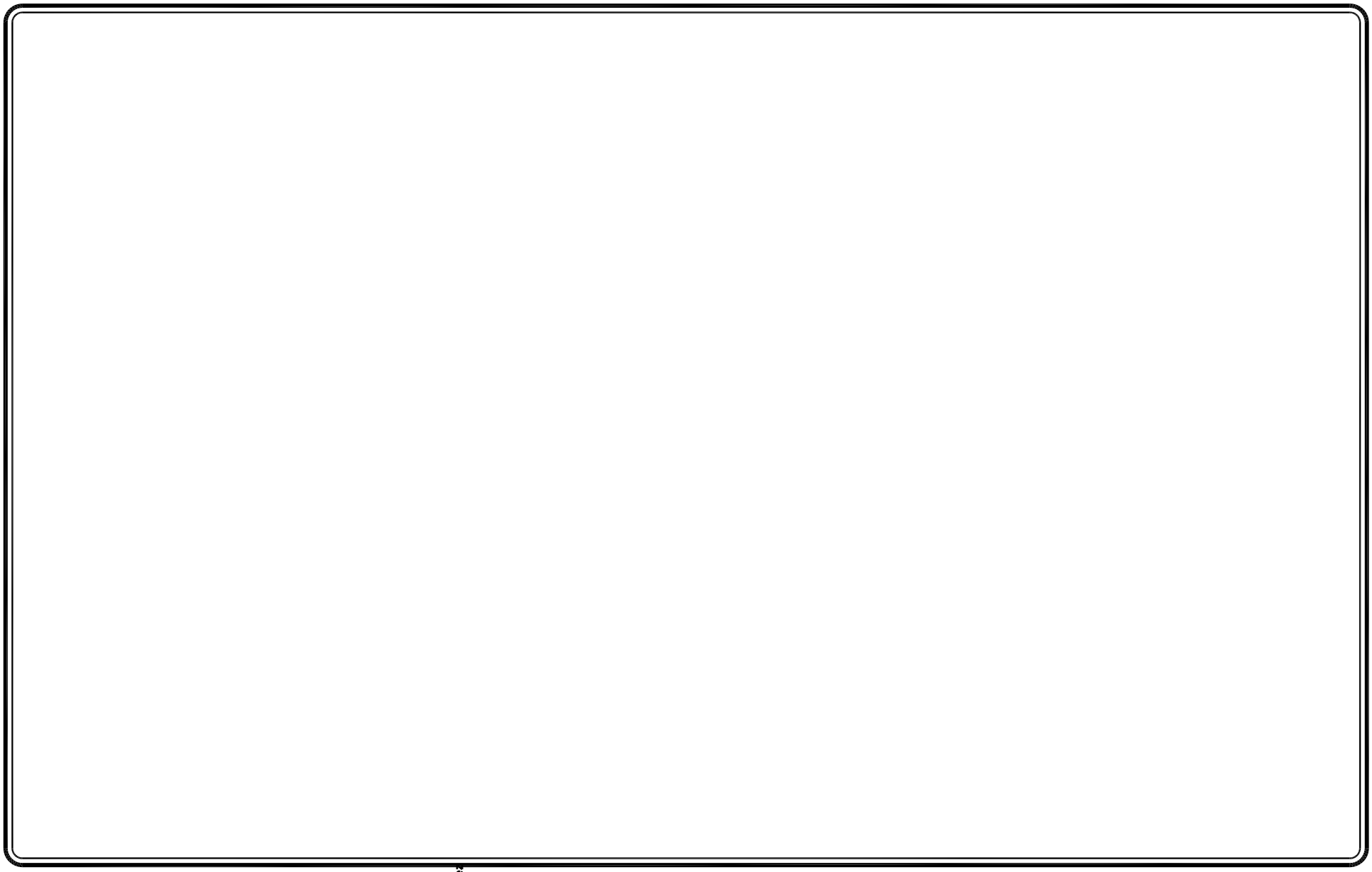

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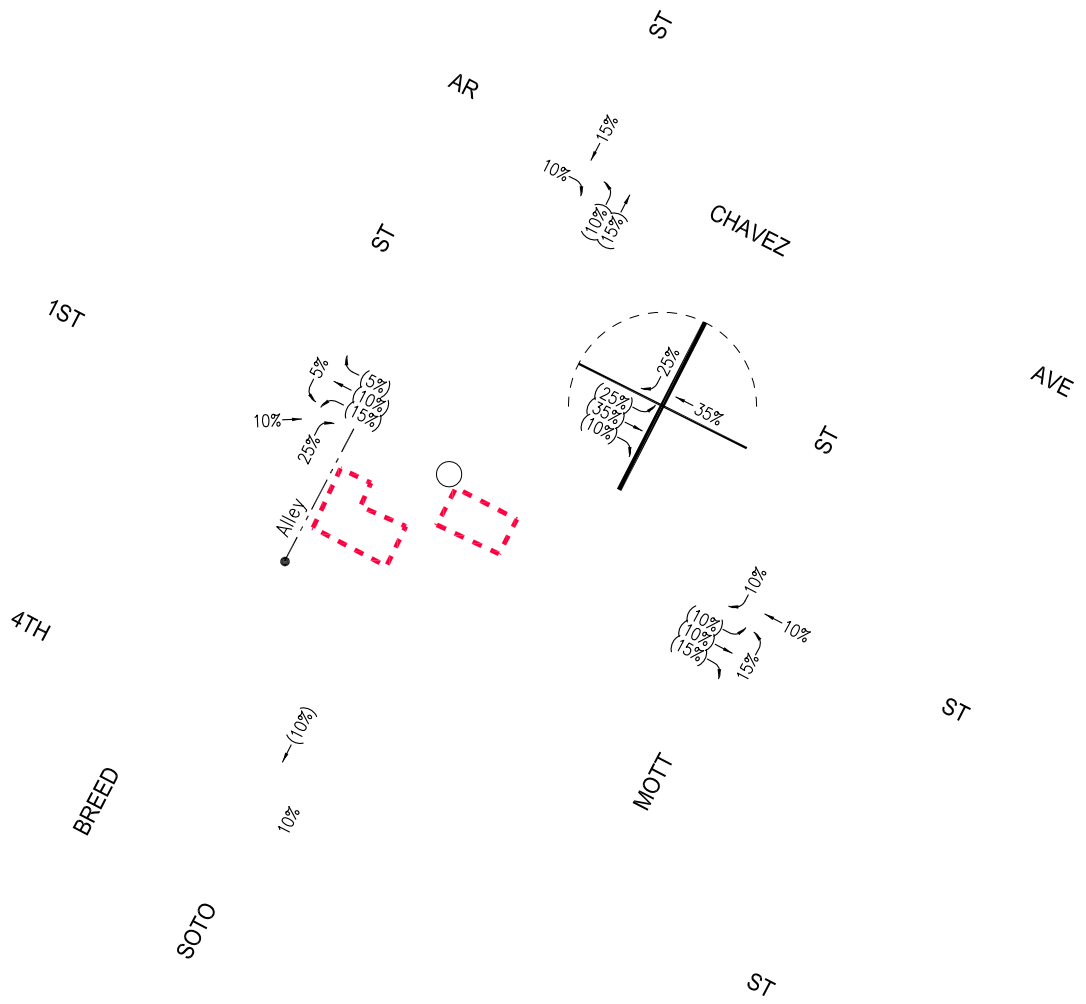

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′ = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

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CT TRIP DISTRIBUTION

LOS LIRIOS MIXED-USE PROJECT

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Table 8-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Uses								
Apartment [3]	66 DU	270	13	20	33	12	10	22
Less Transit Adjustment (15%) [4]		(41)	(2)	(3)	(5)	(2)	(2)	(4)
Community Room [5]	1,490 GSF	43	2	1	3	1	2	3
Less Transit Adjustment (15%) [4]		(6)	nom.	nom.	nom.	nom.	nom.	nom.
Retail [6]	2,500 GLSF	94	1	1	2	5	5	
								NET TOTAL PROJECT TRIPS

[1] Source: ITE "Trip Generation Manu
[2] Trips are one-way traffic movemen
[3]

Affordable housing (family) trip generation average rates based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles in 2016 as provided in the *Transportation Impact Study Guidelines* , December 2016.

- Daily Trip Rate: 4.08 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.50 trips/dwelling unit; 40% inbound/60% outbound
- PM Peak Hour Trip Rate: 0.34 trips/dwelling unit; 55% inbound/45% outbound

[4] A transit adjustment of 15 percent was applied to all the land use components due to the proximity to the Metro Gold Line Soto station located at 2330 E. 1st Street. The transit adjustments were applied after the pass-by adjustments were applied.

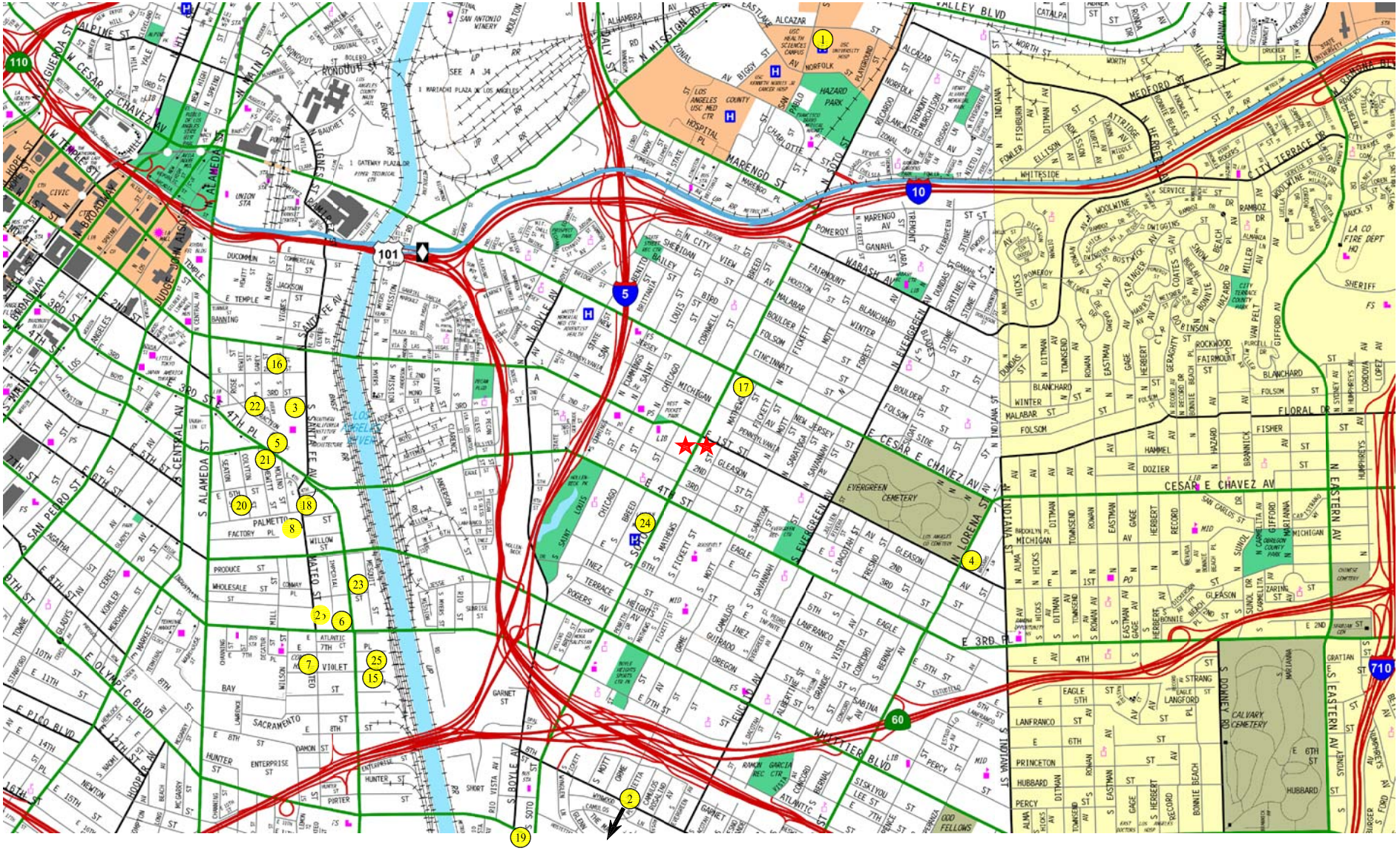
[5] ITE Land Use Code 495 (Recreational Community Room) trip generation average rates.

[7] 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 the traffic passing the site on an adjacent street or roadway that offers direct access to the site. The pass-by adjustment factors of 50 percent and 20 percent were applied to the retail and restaurant land use components, respectively,

pursuant to the *Transportation Impact Study Guidelines* , December 2016.

[8] 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



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★ PROJECT SITES

FIGURE 6-1
LOCATION OF RELATED PROJECTS

1	Proposed	USC Health Science Campus 1510 N. San Pablo Street	Medical Office Research & Development	120,000 GSF 465,000 GSF	[1]	7,715	613	140	753	161	613	774
2	Proposed	Boyle Heights MU Specific Plan 2901 E. Olympic Boulevard	Apartment Retail Office Medical Office Daycare Center Library	4,400 DU 185,000 GLSF 125,000 GSF 25,000 GSF 15,000 GSF 15,000 GSF	[1]	19,382	463	1,044	1,507	1,123	804	1,927
3	Proposed	Santa Fe Freight Yard Redevelopment 950 East 3rd Street	Apartment Retail/Restaurant School	635 DU 30,062 GLSF 532 Students	[1]	6,372	162	177	339	245	213	458
4	Proposed	Lorena Plaza Mixed-Use 3401 E. 1st Street	Apartment 90 DU	49 DU	[1]	458	6	18	24	25	17	42
			Retail Restaurant	11,000 GLSF 5,600 GSF	[1]	1,267	11	34	45	62	39	101
8	Proposed	555 S. Mateo Street	Retail	153,000 GLSF	[1]	4,300	5	30	35	220	205	425
9	Proposed	2030 E. 7th Street	Office Retail	243,583 GSF 40,000 GLSF	[1]	2,306	274	34	308	69	249	318
10	Proposed	540 S. Santa Fe Avenue	Office	89,825 GSF	[1]	726	90	12	102	17	81	98
11	Proposed	1030 N. Soto Street	Hotel	81 Rooms	[1]	662	25	18	43	25	23	48
12	Proposed	2407 E. 1st Street	Apartment Retail	81 DU 5,000 GLSF	[1]	450	2	18	20	22	14	36
13	Proposed	Metro Emergency Security Operations Center	Office	110,000 GSF	[1]	1,165	87	0	87	0	79		La Verar 2420 E. Ces
										8	Proposed		520 S. CPC-

Table-6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER 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
18			Retail Restaurant	15,000 GLSF 15,000 GSF								
19	Proposed	2650 E. Olympic Boulevard	Apartment Office Supermarket High-Turnover Restaurant Drinking Place Retail Coffee Shop Bank	1,030 DU 219,258 GSF 31,285 GSF 26,070 GSF 15,642 GSF 15,642 GLSF 2,607 GSF 2,607 GSF	[1]	12,247	498	447	945	599	539	1,138
20	Proposed	527 S. Colyton Street ENV-2016-3400-EIR	Apartment Retail Office	310 DU 11,375 GLSF 11,736 GSF	[1]	2,095	36	116	152	121	74	195
21	Proposed	940 E. 4th Street ENV-2017-611-EAF	Apartment Retail Office	93 DU 14,248 GLSF 6,000 GSF	[1]	788	14	37	51	44	31	75
22	Proposed	806 E. 3rd Street	Restaurant	18,327 GSF	[1]	253	1	(1)	0	13	7	20
23	Proposed	640 S. Santa Fe Avenue	Office Retail Restaurant	91,185 GSF 9,430 GLSF 6,550 GSF	[1]	1,330	90	8	98	43	114	157
24	Proposed	443 S. Soto Street	Elementary School	625 Students	[1]	277	131	112	243	32	25	57
25	Proposed	2143 E. Violet Street	Apartment Office Retail	320 DU 224,292 GSF 46,670 GLSF	[1]	4,477	329	122	451	130	330	460
26	Proposed	676 S. Mateo Street	Apartment Retail	185 DU 27,280 GLSF	[1]	1,990	50	95	145	106	51	157
27	Proposed	Soho House 1000 S. Santa Fe Avenue	Market Health Club Restaurant	14,193 GSF 6,793 GSF 10,065 GSF	[1]	2,029	194	30	224	57	192	249
28	Proposed	220 N. Center Street 2017-CEN-46412	Apartment Retail	430 DU 8,742 GLSF	[1]	2,166	33	119	152	121	79	200
29	Proposed	810 E. 3rd Street	Apartment Restaurant Retail	4 DU 3,541 GSF 6,171 GLSF	[1]	1,487	37	32	69	87	48	135
30	Proposed	2110 Bay Street 2016-CEN-44566	Apartment Affordable Housing Office Retail	99 DU 11 DU 113,350 GSF 43,657 GLSF	[1]	2,394	180	63	243	89	192	281
31	Proposed	401 S. Hewitt Street COC-2017-469-GPA	Office Retail Restaurant	255,500 GSF 4,970 GLSF 9,940 GSF	[1]	3,493	365	76	441	100	324	424
TOTAL						**95,289**	**4,254**	**3,269**	**7,523**	**4,291**	**5,061**	**9,352**

[1] Sources: City of Los Angeles Department of Transportation (LADOT) and Department of City Planning (LADCP). The peak hour traffic volumes were forecast based on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.

I-5 Freeway north of I-10 Freeway	NB SB	Outbound Inbound	5% 5%	1 1	1 1	5 4	10,000 8,000	0.0% 0.0%	0.0% 0.0%	No No
US-101 Freeway north of Alameda Street	NB SB	Outbound Inbound	10% 10%	3 2	2 2	4 4	8,000 8,000	0.0% 0.0%	0.0% 0.0%	No No
I-10 Freeway west of Alameda Street	EB WB	Inbound Outbound	5% 5%	1 1	1 1	5 5	10,000 10,000	0.0% 0.0%	0.0% 0.0%	No No
I-10 Freeway east of Soto Street	EB	Outbound	10%	3	2	6	12,000	0.0%	0.0%	No
-101 Freeway SB at Street	SB	Inbound	5%	1	1	2	1,700	0.1%	0.1%	No
0 Freeway EB at Street	EB	Inbound	5%	1	1	3	2,550	0.0%	0.0%	No
0 Freeway WB at to Street	WB	Inbound	10%	2	2	4	3,400	0.1%	0.1%	No

[1] Pursuant to *Traffic Study Policies and Procedures* , City of Los Angeles Department of Transportation, August 2014, *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* , October 2013, and per *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* , December 15, 2015.

[2] Total Capacity derived from the assumed free-flow capacities shown below: (in vehicles per hour per lane)

Facility Type	Capacity

APPENDIX B

TRAFFIC COUNT DATA

Prepared by National Data & Surveying Services

Breed St & 1st St

Peak Hour Turning Movement Count

ID: 18-05384-001
City: Boyle Heights

Day: Thursday
Date: 05/24/2018

Breed St — SOUTHBOUND

PEAK HOURS								COUNT PERIODS
07:15 AM - 08:15 AM	AM	26	53	19	0	146	AM	07:00 AM - 10:00 AM
NONE	NOON	0	0	0	0	0	NOON	NONE
05:00 PM - 06:00 PM	PM	30	35	26	0	226	PM	03:00 PM - 06:00 PM

1st St — EASTBOUND

AM	NOON	PM						PM	NOON	AM
			0	1	0	0	0			
839	0	454					1	81	0	48
0	0	0	0				1	409	0	778
22	0	53	1				0	27	0	44
350	0	615	1					0	0	0
22	0	27	0					670	0	400
				0	0	1	0			
AM	NOON	PM						PM	NOON	AM

CONTROL

Signalized

TEV	1504	0	1439
PHF	0.88		0.94

1st St — WESTBOUND

Breed St — NORTHBOUND

PM	89	0	15	92	29	PM
NOON	0	0	0	0	0	NOON
AM	119	0	35	76	31	AM

Total Vehicles (AM)

Bikes (AM)

Total Vehicles (Noon)

Bikes (NOON)

Pedestrians (Crosswalks)

Total Vehicles (PM)

Bikes (PM)

AM NOON PM
2
265
101
122
721
82
58
1073
9
77
536
57
0
0
1
2
1
1
0
5
0
0
0
0
N/A
N/A
N/A
N/A
N/A
N/A
N/A
N/A
N/A
N/A
N/A
N/A
PM
NOON
AM
AM
NOON
PM
117
0
96
34
0
92
141
0
31
74
0
143
89
0
113
32
0
124
109
0
31
117
0
115
PM
NOON
AM
AM
NOON
PM

Prepared by National Data & Surveying Services

Soto St & 1st St

Peak Hour Turning Movement Count

ID: 18-05384-003
City: Boyle Heights

Day: Thursday
Date: 05/24/2018

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 07:00 AM - 10:00 AM
NOON: NONE
PM: 03:00 PM - 06:00 PM

SOUTHBOUND (Soto St)

AM	76	758	4	0	649	AM
NOON	0	0	0	0	0	NOON
PM	54	542	12	0	1052	PM

EASTBOUND (1st St)

AM	NOON	PM		
847	0	473	⇦	
0	0	0	↶	0
40	0	65	↱	1
303	0	558	→	2
73	0	78	↴	0

WESTBOUND (1st St)

	PM	NOON	AM
0	56	0	43
1	407	0	765
1	74	0	149
0	0	0	0
⇨	689	0	361

NORTHBOUND (Soto St)

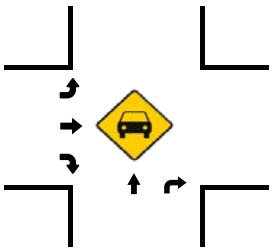
PM	694	0	12	931	119	PM
NOON	0	0	0	0	0	NOON
AM	980	0	6	566	54	AM

CONTROL

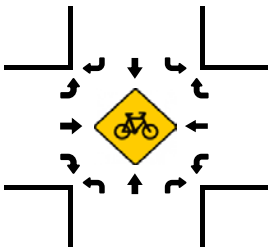
Signalized

TEV	2837 AM	0 NOON	2908 PM
PHF	0.94		0.95

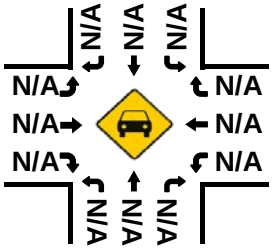
Total Vehicles (AM)



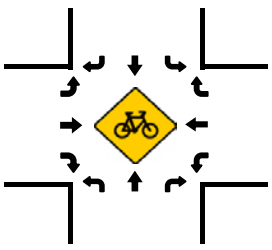
Bikes (AM)



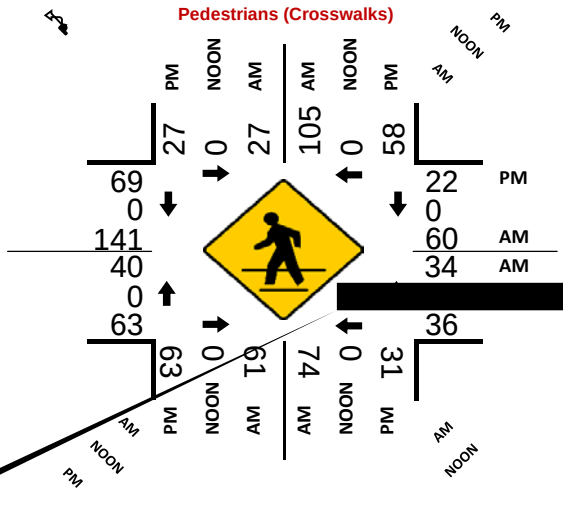
Total Vehicles (Noon)



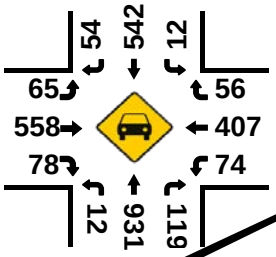
Bikes (NOON)



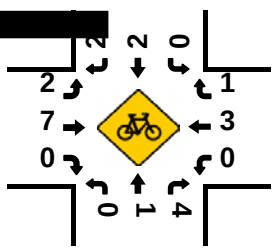
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Soto St & 4th St

Peak Hour Turning Movement Count

ID: 18-05384-004
City: Boyle Heights

Day: Thursday
Date: 05/24/2018

Soto St — SOUTHBOUND

PEAK HOURS								COUNT PERIODS
07:15 AM - 08:15 AM	AM	85	773	110	0	678	AM	07:00 AM - 10:00 AM
NONE	NOON	0	0	0	0	0	NOON	NONE
05:00 PM - 06:00 PM	PM	59	501	91	0	1100	PM	03:00 PM - 06:00 PM

4th St — EASTBOUND

AM	NOON	PM	
1013	0	603	1
0	0	0	0
66	0	171	1
341	0	862	2
84	0	122	1
AM	NOON	PM	

4th St — WESTBOUND

PM	NOON	AM	
95	0	116	0
406	0	825	2
82	0	207	1
0	0	0	0
1082	0	514	1
PM	NOON	AM	

CONTROL			
Signalized			
TEV	3269	0	3490
PHF	0.96		0.97

NORTHBOUND — Soto St

PM	705	0	138	834	129	PM
NOON	0	0	0	0	0	NOON
AM	1064	0	103	496	63	AM

Total Vehicles (AM)

Bikes (AM)

Total Vehicles (Noon)

Bikes (NOON)

Pedestrians (Crosswalks)

Total Vehicles (PM)

Bikes (PM)

NOON

AM NOON PM
35
335
23
53
118
62
14
782
52
61
110
58
0
1
0
0
5
0
0
1
0
0
0
0
N/A
N/A
N/A
N/A
N/A
N/A
N/A
N/A
N/A
N/A
N/A
N/A
PM
NOON
AM
12
0
47
8
0
17
13
0
24
4
0
9
91
0
16
22
0
19
8
0
0
0
0

APPENDIX C

CMA AND LEVELS OF SERVICE EXPLANATION

CMA DATA WORKSHEETS: WEEKDAY AM AND PM PEAK HOURS

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching v and. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Breed Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	7/5/2018
1	East-West Street:	1st Street	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	Los Lirios Mixed-Use Project/1-18

No. of Phases				2				2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	0	35	0	35	35	86	122	0	122			0				0	
	Left-Through		0							0				0				0	
	Through		0					0	78	0	232	0	78	0	239	0	78		239
		31		0	7	38	0	0	32		0								
EASTBOUND		22		22							23	0	23		23	0	23		23
		350		372	3	353	375	98	459		482	3	462		485	0	462		485
											0	0	23		0	0	23		0
WESTBOUND		44		44	4	48	48	0	45		45	4	49		49	0	49		49
		778		826	3	781	830	66	868		917	3	871	0	921	0	871	0	921
	Through-Right		1							1				1				1	
	Right	48	0	0	1	49	0	0	49	0	0	1	50	0	0	0	50	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		161	North-South:		169	North-South:			252	North-South:			260	North-South:			260
		East-West:		848	East-West:		852	East-West:			940	East-West:			944	East-West:			944
		SUM:		1009	SUM:		1021	SUM:			1192	SUM:			1204	SUM:			1204
VOLUME/CAPACITY (V/C) RATIO:				0.673			0.681				0.795				0.803				0.803
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.573			0.581				0.695				0.703				0.703
LEVEL OF SERVICE (LOS):				A			A				B				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Breed Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	7/5/2018
1	East-West Street:	1st Street	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	Los Lirios Mixed-Use Project/1-18

No. of Phases				2				2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	15	0	15	15	70	85	0	85	0	85	0	85	0	85	0	85
	Left-Through		0							0				0				0	
	Through	92	0	**136**	0	92	**143**	0	95	0	**210**	0	95	0	**217**	0	95	0	**217**
	Through-Right		0							0				0				0	
	Right	29	0	0	7	36	0	0	30	0	0	7	37	0	0	0	37	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	26	0	**26**	1	27	**27**	0	27	0	**27**	1	28	0	**28**	0	28	0	**28**
	Left-Through		0							0				0				0	
	Through	35	0	91	0	35	92	0	36	0	94	0	36	0	95	0	36	0	95
	Through-Right		0							0				0				0	
	Right	30	0	0	0	30	0	0	31	0	0	0	31	0	0	0	31	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	53	1	53	0	53	53	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	615	0	**642**	3	618	**645**	170	804	0	**832**	3	807	0	**835**	0	807	0	**835**
	Through-Right		1							1				1				1	
	Right	27	0	0	0	27	0	0	28	0	0	0	28	0	0	0	28	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	27	1	**27**	4	31	**31**	0	28	1	**28**	4	32	1	**32**	0	32	1	**32**
	Left-Through		0							0				0				0	
	Through	409	0	490	2	411	493	62	483	0	566	2	485	0	569	0	485	0	569
	Through-Right		1							1				1				1	
	Right	81	0	0	1	82	0	0	83	0	0	1	84	0	0	0	84	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		162	*North-South:*		170	*North-South:*			237	*North-South:*			245	*North-South:*			245
		East-West:		669	*East-West:*		676	*East-West:*			860	*East-West:*			867	*East-West:*			867
		SUM:		831	*SUM:*		846	*SUM:*			1097	*SUM:*			1112	*SUM:*			1112
VOLUME/CAPACITY (V/C) RATIO:				0.554			0.564				0.731				0.741				0.741
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.454**			**0.464**				**0.631**				**0.641**				**0.641**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	∆*v/c* after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Soto Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	7/5/2018
2	East-West Street:	Cesar E Chavez Avenue	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	Los Lirios Mixed-Use Project/1-18

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	**77**	3	80	**80**	88	167	1	**167**			1				1	
	Left-Through		0							0				0				0	
	Through		1						765	1	418	4	769	1	420	0	769		420
		57		57	0	57	57	11	70		70								
EASTBOUND		2		**2**	0	2					**2**	0	2		**2**	0	2		**2**
		265		189	0	265	190	4	277		227	0	277		228	0	277		228
											227	2	167		228	0	167		228
WESTBOUND		9		9	0	9	9	0	9		9	0	9		9	0	9		9
		1073		**575**	0	1073	**575**	6	1112		**598**	0	1112		**598**	0	1112	0	**598**
	Through-Right		1							1				1				1	
	Right	58	0	575	0	58	575	5	65	0	598	0	65	0	598	0	65	0	598
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		499	*North-South:*		503	*North-South:*			674	*North-South:*			678	*North-South:*			678
		East-West:		577	*East-West:*		577	*East-West:*			600	*East-West:*			600	*East-West:*			600
		SUM:		1076	*SUM:*		1080	*SUM:*			1274	*SUM:*			1278	*SUM:*			1278
VOLUME/CAPACITY *(V/C)* RATIO:				0.717			0.720				0.849				0.852				0.852
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.617**			**0.620**				**0.749**				**0.752**				**0.752**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	*Δv/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Soto Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	7/5/2018
2	East-West Street:	Cesar E Chavez Avenue	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	Los Lirios Mixed-Use Project/1-18

No. of Phases				2				2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	106	2	108	108	71	180	1	180	2	182	1	182	0	182	1	182
	Left-Through		0							0				0				0	
	Through	840	1	**462**	3	843	**463**	172	1037	1	**573**	3	1040	1	**575**	0	1040	1	**575**
	Through-Right		1							1				1				1	
	Right	83	0	83	0	83	83	23	109	0	109	0	109	0	109	0	109	0	109
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	94	1	**94**	0	94	**94**	6	103	1	**103**	0	103	1	**103**	0	103	1	**103**
	Left-Through		0							0				0				0	
	Through	545	1	321	3	548	322	229	791	1	446	3	794	1	447	0	794	1	447
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	1	100	0	100	0	100	0	100	0	100	0	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		1							1				1				1	
	Through	723	0	**432**	0	723	**433**	8	753	0	**494**	0	753	0	**495**	0	753	0	**495**
	Through-Right		1							1				1				1	
	Right	84	0	432	2	86	433	91	178	0	494	2	180	0	495	0	180	0	495
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	12	0	**12**	0	12	**12**	0	12	0	**12**	0	12	0	**12**	0	12	0	**12**
	Left-Through		1							1				1				1	
	Through	489	0	330	0	489	330	6	510	0	345	0	510	0	345	0	510	0	345
	Through-Right		1							1				1				1	
	Right	122	0	330	0	122	330	5	131	0	345	0	131	0	345	0	131	0	345
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		556	*North-South:*		557	*North-South:*			676	*North-South:*			678	*North-South:*			678
		East-West:		444	*East-West:*		445	*East-West:*			506	*East-West:*			507	*East-West:*			507
		SUM:		1000	*SUM:*		1002	*SUM:*			1182	*SUM:*			1185	*SUM:*			1185
VOLUME/CAPACITY (V/C) RATIO:				0.667			0.668				0.788				0.790				0.790
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.567**			**0.568**				**0.688**				**0.690**				**0.690**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	∆*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Soto Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	7/5/2018
3	East-West Street:	1st Street	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	Los Lirios Mixed-Use Project/1-18

No. of Phases				2				2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	**6**	0	6	**6**	0	6	0	**6**	0	6	0	**6**	0	6	0	**6**
	Left-Through		1							1				1				1	
	Through	566	0	322	0	566	322	221	804	0	489	0	804	0	489	0	804	0	489
	Through-Right		1							1				1				1	
	Right	54	0	322	0	54	322	81	137	0	489	0	137	0	489	0	137	0	489
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through		1							1				1				1	
	Through	758	0	**425**	0	758	**429**	159	940	0	**520**	0	940	0	**524**	0	940	0	**524**
	Through-Right		1							1				1				1	
	Right	76	0	425	7	83	429	6	84	0	520	7	91	0	524	0	91	0	524
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	40	1	**40**	7	47	**47**	4	45	1	**45**	7	52	1	**52**	0	52	1	**52**
	Left-Through		0							0				0				0	
	Through	303	1	303	10	313	313	34	346	1	346	10	356	1	356	0	356	1	356
	Through-Right		0							0				0				0	
	Right	73	1	73	3	76	76	61	136	1	136	3	139	1	139	0	139	1	139
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	149	1	149	0	149	149	58	212	1	212	0	212	1	212	0	212	1	212
	Left-Through		0							0				0				0	
	Through	765	1	**765**	9	774	**774**	61	849	1	**849**	9	858	1	**858**	0	858	1	**858**
	Through-Right		0							0				0				0	
	Right	43	1	43	0	43	43	3	47	1	47	0	47	1	47	0	47	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		431	*North-South:*		435	*North-South:*			526	*North-South:*			530	*North-South:*			530
		East-West:		805	*East-West:*		821	*East-West:*			894	*East-West:*			910	*East-West:*			910
		SUM:		1236	*SUM:*		1256	*SUM:*			1420	*SUM:*			1440	*SUM:*			1440
VOLUME/CAPACITY *(V/C)* RATIO:				0.824			0.837				0.947				0.960				0.960
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.724**			**0.737**				**0.847**				**0.860**				**0.860**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.013 **$\Delta v/c$ after mitigation:** 0.013

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Soto Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	7/5/2018
3	East-West Street:	1st Street	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	Los Lirios Mixed-Use Project/1-18

No. of Phases				2				2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2				2
Override Capacity				0				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through		1							1				1				1	
	Through	931	0	**537**	0	931	**549**	180	1139	0	**690**	0	1139	0	**690**	0	1139	0	**690**
	Through-Right		1							1				1				1	
	Right	119	0	537	0	119	549	69	192	0	690	0	192	0	690	0	192	0	690
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	12	0	**12**	0	12	**12**	0	12	0	**12**	0	12	0	**12**	0	12	0	**12**
	Left-Through		1							1				1				1	
	Through	542	0	334	0	542	338	230	788	0	461	0	788	0	465	0	788	0	465
	Through-Right		1							1				1				1	
	Right	54	0	334	7	61	338	6	62	0	461	7	69	0	465	0	69	0	465
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	65	1	65	6	71	71	7	74	1	74	6	80	1	80	0	80	1	80
	Left-Through		0							0				0				0	
	Through	558	1	**558**	8	566	**566**	75	650	1	**650**	8	658	1	**658**	0	658	1	**658**
	Through-Right		0							0				0				0	
	Right	78	1	78	2	80	80	89	169	1	169	2	171	1	171	0	171	1	171
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	74	1	**74**	0	74	**74**	90	166	1	**166**	0	166	1	**166**	0	166	1	**166**
	Left-Through		0							0				0				0	
	Through	407	1	407	10	417	417	57	476	1	476	10	486	1	486	0	486	1	486
	Through-Right		0							0				0				0	
	Right	56	1	56	0	56	56	5	63	1	63	0	63	1	63	0	63	1	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		549	*North-South:*		561	*North-South:*			702	*North-South:*			702	*North-South:*			702
		East-West:		632	*East-West:*		640	*East-West:*			816	*East-West:*			824	*East-West:*			824
		SUM:		1181	*SUM:*		1201	*SUM:*			1518	*SUM:*			1526	*SUM:*			1526
VOLUME/CAPACITY (V/C) RATIO:				0.787			0.801				1.012				1.017				1.017
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.687**			**0.701**				**0.912**				**0.917**				**0.917**
LEVEL OF SERVICE (LOS):				**B**			**C**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Soto Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	7/5/2018
4	East-West Street:	4th Street	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	Los Lirios Mixed-Use Project/1-18

	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 3 EB-- 0 WB-- 0	NB-- 0 SB-- 3 EB-- 0 WB-- 0	NB-- 0 SB-- 3 EB-- 0 WB-- 0	NB-- 0 SB-- 3 EB-- 0 WB-- 0	NB-- 0 SB-- 3 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	**103**	2	105	**105**	103	209	1	**209**	2	211	1	**211**	0	211	1	**211**
	Left-Through		0							0				0				0	
	Through	496	2	248	0	496	248	385	896	2	448	0	896	2	448	0	896	2	448
	Through-Right		0							0				0				0	
	Right	63	1	0	0	63	0	86	151	1	14	0	151	1	14	0	151	1	14
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	110	1	110	0	110	110	6	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	773	2	**387**	3	776	**388**	272	1068	2	**534**	3	1071	2	**536**	0	1071	2	**536**
	Through-Right		0							0				0				0	
	Right	85	1	19	0	85	19	4	92	1	23	0	92	1	23	0	92	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	66	1	**66**	0	66	**66**	1	69	1	**69**	0	69	1	**69**	0	69	1	**69**
	Left-Through		0							0				0				0	
	Through	341	2	171	0	341	171	50	401	2	201	0	401	2	201	0	401	2	201
	Through-Right		0							0				0				0	
	Right	84	1	33	0	84	32	81	168	1	64	0	168	1	63	0	168	1	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	207	1	207	0	207	207	61	274	1	274	0	274	1	274	0	274	1	274
	Left-Through		0							0				0				0	
	Through	825	1	**471**	0	825	**471**	79	929	1	**525**	0	929	1	**525**	0	929	1	**525**
	Through-Right		1							1				1				1	
	Right	116	0	116	0	116	116	1	121	0	121	0	121	0	121	0	121	0	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		490	*North-South:*		493	*North-South:*			743	*North-South:*			747	*North-South:*			747
		East-West:		537	*East-West:*		537	*East-West:*			594	*East-West:*			594	*East-West:*			594
		SUM:		1027	*SUM:*		1030	*SUM:*			1337	*SUM:*			1341	*SUM:*			1341
	VOLUME/CAPACITY *(V/C)* RATIO:			0.721			0.723				0.938				0.941				0.941
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.621**			**0.623**				**0.838**				**0.841**				**0.841**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	∆*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Soto Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	7/5/2018
4	East-West Street:	4th Street	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	Los Lirios Mixed-Use Project/1-18

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	1	138	2	140	140	73	215	1	215	2	217	1	217	0	217	1	217
	Left-Through		0							0				0				0	
	Through	834	2	**417**	0	834	**417**	311	1170	2	**585**	0	1170	2	**585**	0	1170	2	**585**
	Through-Right		0							0				0				0	
	Right	129	1	88	0	129	88	70	203	1	117	0	203	1	117	0	203	1	117
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	91	1	**91**	0	91	**91**	8	102	1	**102**	0	102	1	**102**	0	102	1	**102**
	Left-Through		0							0				0				0	
	Through	501	2	251	2	503	252	402	918	2	459	2	920	2	460	0	920	2	460
	Through-Right		0							0				0				0	
	Right	59	1	0	0	59	0	3	64	1	0	0	64	1	0	0	64	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	171	1	171	0	171	171	5	181	1	181	0	181	1	181	0	181	1	181
	Left-Through		0							0				0				0	
	Through	862	2	**431**	0	862	**431**	99	987	2	**494**	0	987	2	**494**	0	987	2	**494**
	Through-Right		0							0				0				0	
	Right	122	1	53	0	122	52	94	220	1	113	0	220	1	112	0	220	1	112
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	82	1	**82**	0	82	**82**	89	173	1	**173**	0	173	1	**173**	0	173	1	**173**
	Left-Through		0							0				0				0	
	Through	406	1	251	0	406	251	81	499	1	301	0	499	1	301	0	499	1	301
	Through-Right		1							1				1				1	
	Right	95	0	95	0	95	95	4	102	0	102	0	102	0	102	0	102	0	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		508	*North-South:*		508	*North-South:*			687	*North-South:*			687	*North-South:*			687
		East-West:		513	*East-West:*		513	*East-West:*			667	*East-West:*			667	*East-West:*			667
		SUM:		1021	*SUM:*		1021	*SUM:*			1354	*SUM:*			1354	*SUM:*			1354
VOLUME/CAPACITY (V/C) RATIO:				0.716			0.716				0.950				0.950				0.950
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.616**			**0.616**				**0.850**				**0.850**				**0.850**
LEVEL OF SERVICE (LOS):				**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 **$\Delta v/c$ after mitigation:** 0.000

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Mott Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	7/5/2018
5	East-West Street:	1st Street	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	Los Lirios Mixed-Use Project/1-18

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	61	0	**61**	3	64	**64**	0	63	0	**63**	3	66	0	**66**	0	66	0	**66**
	Left-Through		0							0				0				0	
	Through	110	0	229	0	110	232	0	113	0	236	0	113	0	239	0	113	0	239
	Through-Right		0							0				0				0	
	Right	58	0	0	0	58	0	0	60	0	0	0	60	0	0	0	60	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through		0							0				0				0	
	Through	118	0	**200**	0	118	**202**	0	122	0	**207**	0	122	0	**209**	0	122	0	**209**
	Through-Right		0							0				0				0	
	Right	53	0	0	2	55	0	0	55	0	0	2	57	0	0	0	57	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	35	1	**35**	3	38	**38**	1	37	1	**37**	3	40	1	**40**	0	40	1	**40**
	Left-Through		0							0				0				0	
	Through	335	1	335	3	338	338	121	466	1	466	3	469	1	469	0	469	1	469
	Through-Right		0							0				0				0	
	Right	23	1	23	4	27	27	3	27	1	27	4	31	1	31	0	31	1	31
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	52	1	52	0	52	52	0	54	1	54	0	54	1	54	0	54	1	54
	Left-Through		0							0				0				0	
	Through	782	1	**782**	2	784	**784**	116	922	1	**922**	2	924	1	**924**	0	924	1	**924**
	Through-Right		0							0				0				0	
	Right	14	1	14	0	14	14	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		261	*North-South:*		266	*North-South:*			270	*North-South:*			275	*North-South:*			275
		East-West:		817	*East-West:*		822	*East-West:*			959	*East-West:*			964	*East-West:*			964
		SUM:		1078	*SUM:*		1088	*SUM:*			1229	*SUM:*			1239	*SUM:*			1239
VOLUME/CAPACITY *(V/C)* RATIO:				0.719			0.725				0.819				0.826				0.826
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.619**			**0.625**				**0.719**				**0.726**				**0.726**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	∆*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Mott Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	7/5/2018
5	East-West Street:	1st Street	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	Los Lirios Mixed-Use Project/1-18

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	0	62	3	65	65	2	66	0	66	3	69	0	69	0	69	0	69
	Left-Through		0							0				0				0	
	Through	148	0	**264**	0	148	**267**	0	152	0	**274**	0	152	0	**277**	0	152	0	**277**
	Through-Right		0							0				0				0	
	Right	54	0	0	0	54	0	0	56	0	0	0	56	0	0	0	56	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	37	0	**37**	0	37	**37**	0	38	0	**38**	0	38	0	**38**	0	38	0	**38**
	Left-Through		0							0				0				0	
	Through	82	0	143	0	82	145	0	84	0	149	0	84	0	151	0	84	0	151
	Through-Right		0							0				0				0	
	Right	24	0	0	2	26	0	2	27	0	0	2	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	35	1	35	2	37	37	1	37	1	37	2	39	1	39	0	39	1	39
	Left-Through		0							0				0				0	
	Through	607	1	**607**	2	609	**609**	145	770	1	**770**	2	772	1	**772**	0	772	1	**772**
	Through-Right		0							0				0				0	
	Right	37	1	37	3	40	40	2	40	1	40	3	43	1	43	0	43	1	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	35	1	**35**	0	35	**35**	0	36	1	**36**	0	36	1	**36**	0	36	1	**36**
	Left-Through		0							0				0				0	
	Through	387	1	387	2	389	389	150	549	1	549	2	551	1	551	0	551	1	551
	Through-Right		0							0				0				0	
	Right	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		301	*North-South:*		304	*North-South:*			312	*North-South:*			315	*North-South:*			315
		East-West:		642	*East-West:*		644	*East-West:*			806	*East-West:*			808	*East-West:*			808
		SUM:		943	*SUM:*		948	*SUM:*			1118	*SUM:*			1123	*SUM:*			1123
VOLUME/CAPACITY (V/C) RATIO:				0.629			0.632				0.745				0.749				0.749
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.529**			**0.532**				**0.645**				**0.649**				**0.649**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	$\Delta v/c$ after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Appendix D

Transportation Impact Study Addendum

MEMORANDUM

To: Ms. Eileen Hunt
City of Los Angeles Dept. of Transportation
Metro Development Review Unit

Date: June 11, 2019

From: Clare M. Look-Jaeger, P.E.
Chin S. Taing, PTP
LLG Engineers

LLG Ref: issuance of the 4288-1

Prior Project Description

The prior transportation impact study p
Use project ("proposed project") consist
Community Plan area of the City of Los
separate sites: Site A located at 113, 11
East 1

st Street and the adjacent Site B located at 2400 East 1st Street. Site A is located adjacent to the Metro Gold Line Soto Street station at 2330 East 1st Street and Site B is currently fenced and occupied by the historic Victorian house (i.e., Peabody Werden Duplex).

Site A included the development of 66 affordable housing units, a 1,490 square-foot community room, and up to 5,000 square feet of retail/restaurant uses fronting Soto Street. As noted in the transportation impact study and LADOT assessment letter,

[1] City of Los Angeles Inter-departmental Correspondence on the *Transportation Impact Analysis for the proposed Los Lirios Mixed-Use Project at 113, 119, and 121 South Soto Street and 2316, 2322, and 2400 East 1st Street (ENV-2018-3692-EAF)*, from Wes Pringle with Department of Transportation to Heather Bleemers with Department of City Planning, dated October 2, 2018.

LINSCOTT LAW & GREENSPAN engineers

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Transportation
Parking

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Irvine
San Diego
Woodland Hills

the development on Site A. The development for Site A has been slightly modified to include 64 affordable housing units, a 1,650 square-foot community room, and roughly 4,300 square feet of ground floor commercial space. The revised project site (Site A only) and general vicinity are shown in ***Figure 1***. An aerial photograph of the project site and vicinity is displayed in ***Figure 2***. The revised project site plan is illustrated in ***Figure 3***.

Summary

The prior transportation impact study concluded that the Los Lirios Mixed-Use project was not expected to create a significant impact at any of the five study intersections. As mentioned previously, since the prior transportation impact analysis did not account for any program development contemplated for Site B and Site B is no longer part of the project site, no changes to the transportation impact analysis are required and the prior conclusions/findings remain valid.

Please feel free to call us at 626-796-2322 with any questions or comments regarding this addendum prepared for the proposed Los Lirios Mixed-Use project.

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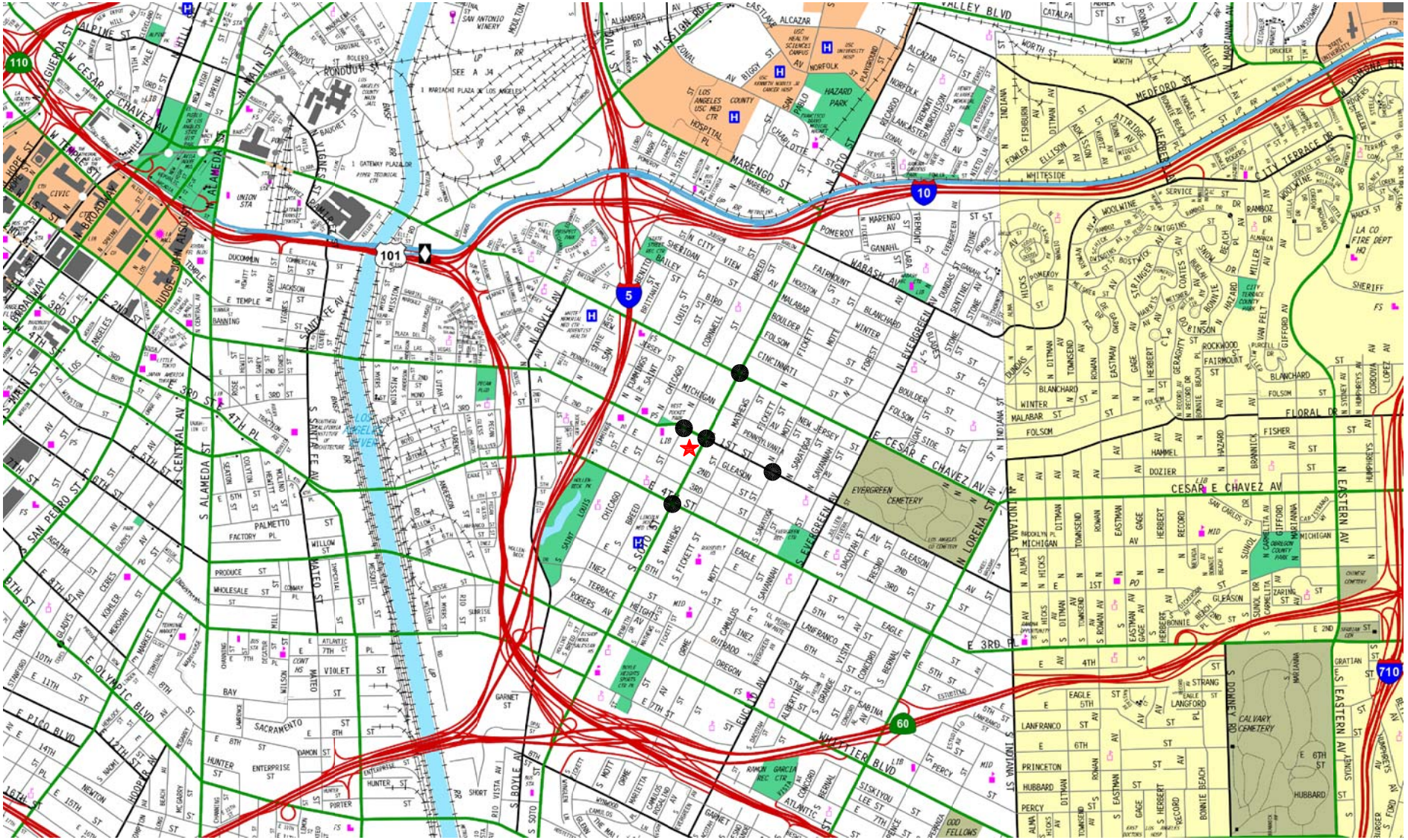

NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

★ PROJECT SITE

● STUDY INTERSECTION

FIGURE 1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

LOS LIRIOS MIXED-USE PROJECT

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PROJECT SITE

EXISTING DRIVEWAY

PROJECT SITE

LINSCOTT, LAW & SCALE

LOS LIRIOS MIXED-USE PROJECT

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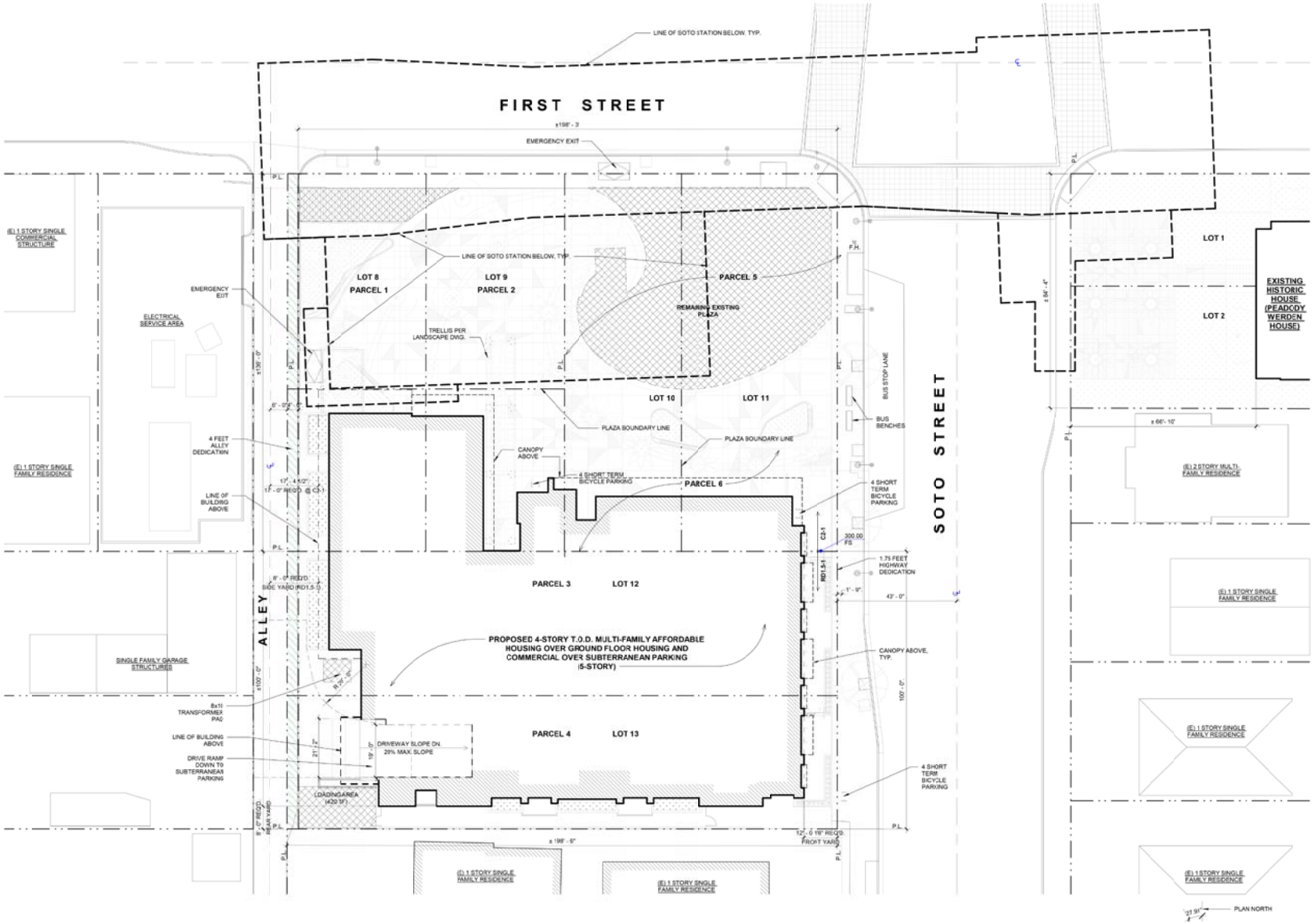

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MAPS ARCHITECTS

FIGURE 3
SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

LOS LIRIOS MIXED-USE PROJECT

Appendix D

DOT Letter

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

119 S Soto St
DOT Case No. CEN 18-46417

Date: October 2, 2018

To: Heather Bleemers, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED LOS LIRIOS MIXED-USE PROJECT AT 113, 119, AND 121 SOUTH SOTO STREET AND 2316, 2322, AND 2400 EAST 1ST STREET (ENV-2018-3692-EAF)**

The Department of Transportation (DOT) has reviewed the transportation analysis prepared by Linscott, Law & Greenspan, Engineers, dated July 30, 2018, for the proposed Los Lirios Mixed-Use project located on two sites: 113-121 South Soto Street and 2316-2400 East 1st Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria[1], the transportation study included the analysis of five intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis, which accounted for other known development projects in estimating potential cumulative impacts and adequately evaluated the project's transportation impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project, in partnership with the Los Angeles County Metropolitan Transportation Authority (Metro), proposes to construct the Los Lirios Mixed-Use project on two sites with affordable housing apartments and ground floor local community serving retail/restaurant land use components in Boyle Heights as illustrated in **Attachment 2a**. Site A south of the Metro Soto Station is currently vacant and will include 66 affordable housing units, a 1,490 square-foot community room, office space, computer/conference room, laundry room, and up to 5,000 square feet of retail/restaurant uses fronting Soto Street. Site B at 2316-2400 East 1st Street is currently occupied by the historic Peabody Werden Duplex and will primarily consist of the restoration and rehabilitation of the Peabody Werden Duplex. Additional uses of Site B have not yet been determined, and, as such, additional traffic analyses may be required. The subterranean parking on Site A will be accessed via the existing alleyway south of 1st Street on the southwest side of Site A as illustrated in

[1] Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

Attachment 2b. The project is expected to be completed by 2021.

B. Trip Generation

The project is estimated to generate an approximate net increase of 496 daily trips, a net increase of 48 trips during the a.m. peak hour and a net increase of 41 trips during the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017 and the LADOT Transportation Impact Study Guidelines, December 2016, Table 5: Trip Generation Rates for Affordable Housing Projects. A copy of the project trip generation table can be found in **Attachment 3**.

C. Freeway Analysis

To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in October 2013, a screening analysis is necessary to determine if additional evaluation of freeway mainline and ramp segments is necessary beyond the State-mandated Congestion Management Program (CMP) requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. However, the project does not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis was required.

D. Construction Impacts

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.

PROJECT REQUIREMENTS

A. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Soto Street and 1st Street**, both Avenue IIs, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way, and the alley adjacent to Site A would require a 10-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

B. Parking Requirements

The transportation analysis did not indicate the number of vehicle parking spaces the project will provide. The project will provide 70 long-term and 10 short-term bicycle parking spaces. The applicant should check with the Department of Building and Safety on the

number of Code-required parking spaces needed for the project.

C. Driveway Access and Circulation

The conceptual site plan for the project (see **Attachment 2b**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveways. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

D. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 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 Eileen Hunt of my staff at (213) 972-8481.

Attachments

K:\Letters\2018\CEN18-46417_119 Soto_Los Lirios MU_ltr.docx

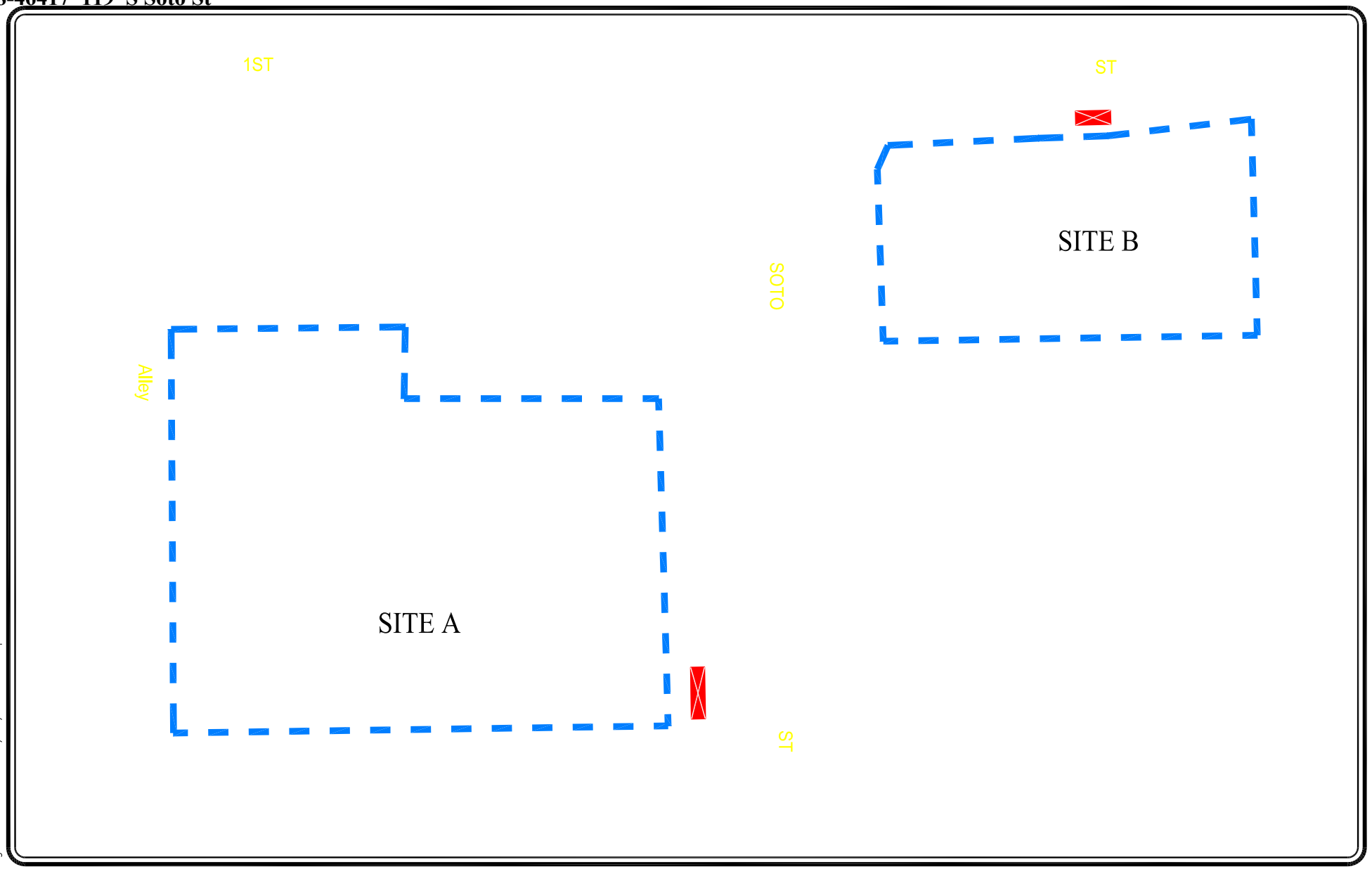
c: Kevin Ocubillo, Council District No. 14
Mehrdad Moshksar, Central District Office, DOT
Bert Moklebust, Central District, BOE
Taimour Tanavoli, Case Management Office, DOT
Chin S. Taing, Linscott, Law & Greenspan, Engineers

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING V/C	[1] YEAR 2018 EXISTING LOS	[2] YEAR 2018 EXISTING WITH PROJECT V/C	[2] YEAR 2018 EXISTING WITH PROJECT LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [a]	[3] YEAR 2021 FUTURE W/O PROJECT V/C	[3] YEAR 2021 FUTURE W/O PROJECT LOS	[4] YEAR 2021 FUTURE WITH PROJECT V/C	[4] YEAR 2021 FUTURE WITH PROJECT LOS	[4] CHANGE V/C [(4)-(3)]	[4] SIGNIF. IMPACT [a]
1	Breed Street/	AM	0.573	A	0.581	A	0.008	No	0.695	B	0.703	C	0.008	No
	1st Street	PM	0.454	A	0.464	A	0.010	No	0.631	B	0.641	B	0.010	No
2	Soto Street/	AM	0.617	B	0.620	B	0.003	No	0.749	C	0.752	C	0.003	No
	Cesar E. Chavez Avenue	PM	0.567	A	0.568	A	0.001	No	0.688	B	0.690	B	0.002	No
3	Soto Street/	AM	0.724	C	0.737	C	0.013	No	0.847	D	0.860	D	0.013	No
	1st Street	PM	0.687	B	0.701	C	0.014	No	0.912	E	0.917	E	0.005	No
4	Soto Street/	AM	0.621	B	0.623	B	0.002	No	0.838	D	0.841	D	0.003	No
	4th Street	PM	0.616	B	0.616	B	0.000	No	0.850	D	0.850	D	0.000	No
5	Mott Street/	AM	0.619	B	0.625	B	0.006	No	0.719	C	0.726	C	0.007	No
	1st Street	PM	0.529	A	0.532	A	0.003	No	0.645	B	0.649	B	0.004	No

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010



NOT TO SCALE

PROJECT SITES

EXISTING DRIVEWAY

FIGURE 2-1
AERIAL PHOTOGRAPH OF EXISTING PROJECT SITE

LINSCOTT, LAW & GREENSPAN, engineers

LOS LIRIOS MIXED-USE PROJECT

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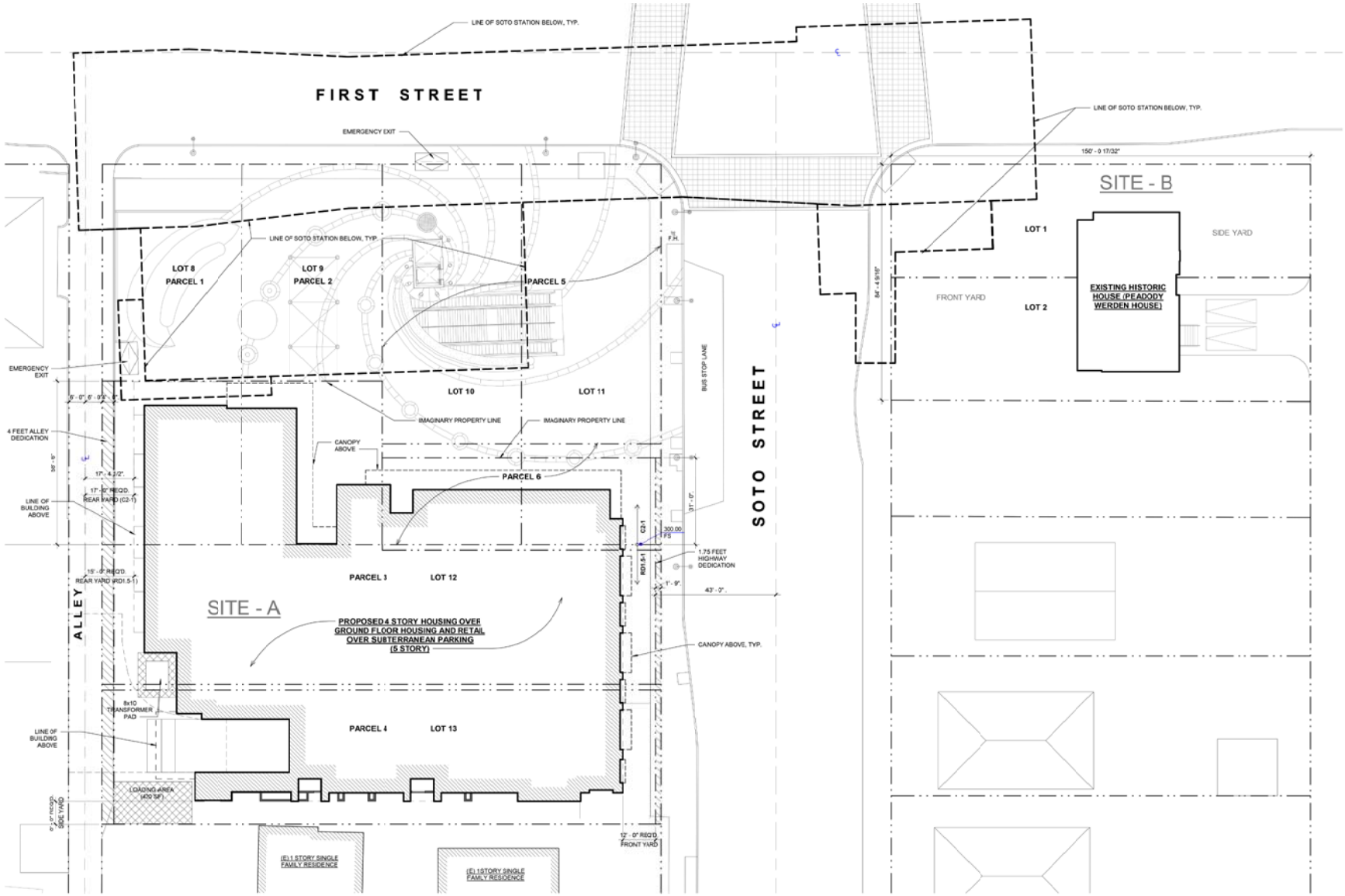

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NOT TO SCALE

MAP SOURCE: GONZALEZ GOODALE ARCHITECTS

FIGURE 2-2
SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

LOS LIRIOS MIXED-USE PROJECT

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Uses								
Apartment [3]	66 DU	270	13	20	33	12	10	22
Less Transit Adjustment (15%) [4]		(41)	(2)	(3)	(5)	(2)	(2)	(4)
Community Room [5]	1,490 GSF	43	2	1	3	1	2	3
Less Transit Adjustment (15%) [4]		(6)	nom.	nom.	nom.	nom.	nom.	nom.
Retail [6]	2,500 GLSF	94	1	1	2	5	5	10
Less Pass-by Adjustment (50%) [7]		(47)	(1)	(1)	(2)	(3)	(3)	(6)
Less Transit Adjustment (15%) [4]		(7)	nom.	nom.	nom.	nom.	nom.	nom.
High-Turnover (Sit-Down) Restaurant [8]	2,500 GSF	280	14	11	25	15	9	24
Less Pass-by Adjustment (20%) [7]		(56)	(3)	(2)	(5)	(3)	(2)	(5)
Less Transit Adjustment (15%) [4]		(34)	(2)	(1)	(3)	(2)	(1)	(3)
NET TOTAL PROJECT TRIPS		**496**	**22**	**26**	**48**	**23**	**18**	**41**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

[3] Affordable housing (family) trip generation average rates based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles in 2016 as provided in the *Transportation Impact Study Guidelines*, December 2016.
- Daily Trip Rate: 4.08 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.50 trips/dwelling unit; 40% inbound/60% outbound
- PM Peak Hour Trip Rate: 0.34 trips/dwelling unit; 55% inbound/45% outbound

[4] A transit adjustment of 15 percent was applied to all the land use components due to the proximity to the Metro Gold Line Soto station located at 2330 E. 1st Street. The transit adjustments were applied after the pass-by adjustments were applied.

[5] ITE Land Use Code 495 (Recreational Community Room) trip generation average rates.
- Daily Trip Rate: 28.82 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.76 trips/1,000 SF of floor area; 66% inbound/34% outbound
- PM Peak Hour Trip Rate: 2.31 trips/1,000 SF of floor area; 47% inbound/53% outbound

[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of leasable floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable floor area; 48% inbound/52% outbound

[7] 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 the traffic passing the site on an adjacent street or roadway that offers direct access to the site. The pass-by adjustment factors of 50 percent and 20 percent were applied to the retail and restaurant land use components, respectively, pursuant to the *Transportation Impact Study Guidelines*, December 2016.

[8] 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

Appendix E

Greenhouse Gas Data

119 S. Soto Avenue Project

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	66.00	Dwelling Unit	0.43	73,789.00	189
Regional Shopping Center	2.50	1000sqft	0.06	2,500.00	0
High Turnover (Sit Down Restaurant)	2.50	1000sqft	0.06	2,500.00	0
Enclosed Parking with Elevator	57.00	Space	0.51	22,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

119 S. Soto Avenue Project - Los Angeles-South Coast County, Annual

Project Characteristics -

Land Use - Project Site is 1.06 ac.

Construction Phase - Estimated construction schedule.

Grading - Project Site is 1.06 ac.

Architectural Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Per traffic study.

Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation - Project compliance with the LA Green Building Code results in a 20% reduction in both indoor and outdoor water use.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblConstructionPhase	NumDays	10.00	44.00
tblConstructionPhase	NumDays	200.00	418.00
tblConstructionPhase	NumDays	4.00	22.00
tblConstructionPhase	PhaseEndDate	12/9/2020	9/7/2021
tblConstructionPhase	PhaseEndDate	11/11/2020	9/7/2021
tblConstructionPhase	PhaseEndDate	2/5/2020	1/30/2020
tblConstructionPhase	PhaseStartDate	11/26/2020	7/8/2021
tblConstructionPhase	PhaseStartDate	2/6/2020	1/31/2020

tblConstructionPhase	PhaseStartDate	1/31/2020	1/1/2020
tblGrading	AcresOfGrading	8.25	1.06
tblGrading	MaterialExported	0.00	12,908.00
tblLandUse	LandUseSquareFeet	66,000.00	73,789.00
tblLandUse	LotAcreage	1.74	0.43
tblVehicleTrips	ST_TR	6.39	4.03
tblVehicleTrips	ST_TR	158.37	76.00
tblVehicleTrips	ST_TR	49.97	16.00
tblVehicleTrips	SU_TR	5.86	4.03
tblVehicleTrips	SU_TR	131.84	76.00
tblVehicleTrips	SU_TR	25.24	16.00
tblVehicleTrips	WD_TR	6.65	4.03
tblVehicleTrips	WD_TR	127.15	76.00
tblVehicleTrips	WD_TR	42.70	16.00

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					
2020	0.3039	2.3629	2.0437	4.6100e-003	0.1525	0.1052	0.2576	0.0548	0.1012	0.1560	0.0000	402.6650	402.6650	0.0538	0.0000	404.0091
2021	0.4372	1.3711	1.4252	2.9000e-003	0.0672	0.0637	0.1309	0.0180	0.0616	0.0795	0.0000	248.0592	248.0592	0.0325	0.0000	248.8704
Maximum	**0.4372**	**2.3629**	**2.0437**	**4.6100e-003**	**0.1525**	**0.1052**	**0.2576**	**0.0548**	**0.1012**	**0.1560**	**0.0000**	**402.6650**	**402.6650**	**0.0538**	**0.0000**	**404.0091**

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					
2020	0.3039	2.3629	2.0437	4.6100e-003	0.1244	0.1052	0.2296	0.0397	0.1012	0.1409	0.0000	402.6647	402.6647	0.0538	0.0000	404.0088
2021	0.4372	1.3711	1.4252	2.9000e-003	0.0672	0.0637	0.1309	0.0180	0.0616	0.0795	0.0000	248.0590	248.0590	0.0325	0.0000	248.8702
Maximum	**0.4372**	**2.3629**	**2.0437**	**4.6100e-003**	**0.1244**	**0.1052**	**0.2296**	**0.0397**	**0.1012**	**0.1409**	**0.0000**	**402.6647**	**402.6647**	**0.0538**	**0.0000**	**404.0088**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**12.77**	**0.00**	**7.22**	**20.78**	**0.00**	**6.42**	**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	1-1-2020	3-31-2020	0.8192	0.8192
2	4-1-2020	6-30-2020	0.6046	0.6046
3	7-1-2020	9-30-2020	0.6112	0.6112
4	10-1-2020	12-31-2020	0.6129	0.6129
5	1-1-2021	3-31-2021	0.5504	0.5504
6	4-1-2021	6-30-2021	0.5550	0.5550
7	7-1-2021	9-30-2021	0.7070	0.7070
		Highest	0.8192	0.8192

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	0.5475	0.0250	1.1025	1.1100e-003		0.0668	0.0668		0.0668	0.0668	7.0105	14.5850	21.5955	0.0220	4.8000e-004	22.2870
Energy	7.0400e-003	0.0619	0.0381	3.8000e-004		4.8600e-003	4.8600e-003		4.8600e-003	4.8600e-003	0.0000	373.3516	373.3516	8.5100e-003	2.7600e-003	374.3871
Mobile	0.1459	0.7223	1.8141	6.0300e-003	0.4761	5.2000e-003	0.4813	0.1276	4.8600e-003	0.1325	0.0000	556.1875	556.1875	0.0307	0.0000	556.9553
Waste						0.0000	0.0000		0.0000	0.0000	12.7357	0.0000	12.7357	0.7527	0.0000	31.5520
Water						0.0000	0.0000		0.0000	0.0000	1.6637	55.8089	57.4727	0.1722	4.3100e-003	63.0613
Total	**0.7005**	**0.8091**	**2.9547**	**7.5200e-003**	**0.4761**	**0.0768**	**0.5529**	**0.1276**	**0.0765**	**0.2041**	**21.4099**	**999.9330**	**1,021.3429**	**0.9861**	**7.5500e-003**	**1,048.2428**

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	0.3328	0.0202	0.6882	1.1000e-004		4.7600e-003	4.7600e-003		4.7600e-003	4.7600e-003	0.0000	15.3775	15.3775	1.3500e-003	2.6000e-004	15.4893
Energy	7.0400e-003	0.0619	0.0381	3.8000e-004		4.8600e-003	4.8600e-003		4.8600e-003	4.8600e-003	0.0000	369.4493	369.4493	8.4200e-003	2.7400e-003	370.4768
Mobile	0.1459	0.7223	1.8141	6.0300e-003	0.4761	5.2000e-003	0.4813	0.1276	4.8600e-003	0.1325	0.0000	556.1875	556.1875	0.0307	0.0000	556.9553
Waste						0.0000	0.0000		0.0000	0.0000	12.7357	0.0000	12.7357	0.7527	0.0000	31.5520
Water						0.0000	0.0000		0.0000	0.0000	1.3310	44.6472	45.9781	0.1378	3.4500e-003	50.4491
Total	**0.4857**	**0.8043**	**2.5404**	**6.5200e-003**	**0.4761**	**0.0148**	**0.4909**	**0.1276**	**0.0145**	**0.1421**	**14.0666**	**985.6614**	**999.7280**	**0.9309**	**6.4500e-003**	**1,024.9225**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**30.66**	**0.59**	**14.02**	**13.30**	**0.00**	**80.71**	**11.22**	**0.00**	**81.07**	**30.38**	**34.30**	**1.43**	**2.12**	**5.59**	**14.57**	**2.22**

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	1/1/2020	1/30/2020	5	22	
2	Building Construction	Building Construction	1/31/2020	9/7/2021	5	418	
3	Architectural Coating	Architectural Coating	7/8/2021	9/7/2021	5	44	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.06

Acres of Paving: 0.51

Residential Indoor: 149,423; Residential Outdoor: 49,808; Non-Residential Indoor: 7,500; Non-Residential Outdoor: 2,500; Striped Parking Area: 1,368 (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
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	6.00	187	0.41
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
Grading	3	8.00	0.00	1,614.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	59.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0510	0.0000	0.0510	0.0275	0.0000	0.0275	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0149	0.1659	0.0710	1.5000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	13.6286	13.6286	4.4100e-003	0.0000	13.7387
Total	**0.0149**	**0.1659**	**0.0710**	**1.5000e-004**	**0.0510**	**7.5300e-003**	**0.0585**	**0.0275**	**6.9300e-003**	**0.0344**	**0.0000**	**13.6286**	**13.6286**	**4.4100e-003**	**0.0000**	**13.7387**

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	7.1200e-003	0.2397	0.0528	6.3000e-004	0.0139	7.5000e-004	0.0146	3.8100e-003	7.1000e-004	4.5200e-003	0.0000	62.2021	62.2021	4.3300e-003	0.0000	62.3104
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	3.3000e-004	3.6200e-003	1.0000e-005	9.6000e-004	1.0000e-005	9.7000e-004	2.6000e-004	1.0000e-005	2.6000e-004	0.0000	0.8988	0.8988	3.0000e-005	0.0000	0.8995
Total	**7.5300e-003**	**0.2400**	**0.0564**	**6.4000e-004**	**0.0148**	**7.6000e-004**	**0.0156**	**4.0700e-003**	**7.2000e-004**	**4.7800e-003**	**0.0000**	**63.1009**	**63.1009**	**4.3600e-003**	**0.0000**	**63.2099**

3.2 Grading - 2020

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					0.0229	0.0000	0.0229	0.0124	0.0000	0.0124	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0149	0.1659	0.0710	1.5000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	13.6285	13.6285	4.4100e-003	0.0000	13.7387
Total	**0.0149**	**0.1659**	**0.0710**	**1.5000e-004**	**0.0229**	**7.5300e-003**	**0.0305**	**0.0124**	**6.9300e-003**	**0.0193**	**0.0000**	**13.6285**	**13.6285**	**4.4100e-003**	**0.0000**	**13.7387**

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	7.1200e-003	0.2397	0.0528	6.3000e-004	0.0139	7.5000e-004	0.0146	3.8100e-003	7.1000e-004	4.5200e-003	0.0000	62.2021	62.2021	4.3300e-003	0.0000	62.3104
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	3.3000e-004	3.6200e-003	1.0000e-005	9.6000e-004	1.0000e-005	9.7000e-004	2.6000e-004	1.0000e-005	2.6000e-004	0.0000	0.8988	0.8988	3.0000e-005	0.0000	0.8995
Total	**7.5300e-003**	**0.2400**	**0.0564**	**6.4000e-004**	**0.0148**	**7.6000e-004**	**0.0156**	**4.0700e-003**	**7.2000e-004**	**4.7800e-003**	**0.0000**	**63.1009**	**63.1009**	**4.3600e-003**	**0.0000**	**63.2099**

3.3 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2437	1.7746	1.5826	2.6500e-003		0.0955	0.0955		0.0923	0.0923	0.0000	217.8506	217.8506	0.0404	0.0000	218.8616
Total	**0.2437**	**1.7746**	**1.5826**	**2.6500e-003**		**0.0955**	**0.0955**		**0.0923**	**0.0923**	**0.0000**	**217.8506**	**217.8506**	**0.0404**	**0.0000**	**218.8616**

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	5.2200e-003	0.1561	0.0422	3.7000e-004	9.0700e-003	7.3000e-004	9.8000e-003	2.6200e-003	6.9000e-004	3.3100e-003	0.0000	35.7734	35.7734	2.2700e-003	0.0000	35.8302
Worker	0.0327	0.0264	0.2914	8.0000e-004	0.0776	6.6000e-004	0.0782	0.0206	6.1000e-004	0.0212	0.0000	72.3116	72.3116	2.2800e-003	0.0000	72.3686
Total	**0.0379**	**0.1824**	**0.3337**	**1.1700e-003**	**0.0867**	**1.3900e-003**	**0.0880**	**0.0232**	**1.3000e-003**	**0.0245**	**0.0000**	**108.0850**	**108.0850**	**4.5500e-003**	**0.0000**	**108.1988**

3.3 Building Construction - 2020

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	0.2437	1.7746	1.5826	2.6500e-003		0.0955	0.0955		0.0923	0.0923	0.0000	217.8503	217.8503	0.0404	0.0000	218.8613
Total	**0.2437**	**1.7746**	**1.5826**	**2.6500e-003**		**0.0955**	**0.0955**		**0.0923**	**0.0923**	**0.0000**	**217.8503**	**217.8503**	**0.0404**	**0.0000**	**218.8613**

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	5.2200e-003	0.1561	0.0422	3.7000e-004	9.0700e-003	7.3000e-004	9.8000e-003	2.6200e-003	6.9000e-004	3.3100e-003	0.0000	35.7734	35.7734	2.2700e-003	0.0000	35.8302
Worker	0.0327	0.0264	0.2914	8.0000e-004	0.0776	6.6000e-004	0.0782	0.0206	6.1000e-004	0.0212	0.0000	72.3116	72.3116	2.2800e-003	0.0000	72.3686
Total	**0.0379**	**0.1824**	**0.3337**	**1.1700e-003**	**0.0867**	**1.3900e-003**	**0.0880**	**0.0232**	**1.3000e-003**	**0.0245**	**0.0000**	**108.0850**	**108.0850**	**4.5500e-003**	**0.0000**	**108.1988**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1613	1.2136	1.1480	1.9600e-003		0.0609	0.0609		0.0588	0.0588	0.0000	161.5774	161.5774	0.0289	0.0000	162.2985
Total	**0.1613**	**1.2136**	**1.1480**	**1.9600e-003**		**0.0609**	**0.0609**		**0.0588**	**0.0588**	**0.0000**	**161.5774**	**161.5774**	**0.0289**	**0.0000**	**162.2985**

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	3.3200e-003	0.1054	0.0286	2.7000e-004	6.7300e-003	2.1000e-004	6.9400e-003	1.9400e-003	2.1000e-004	2.1500e-003	0.0000	26.3258	26.3258	1.6100e-003	0.0000	26.3662
Worker	0.0226	0.0176	0.1986	5.7000e-004	0.0575	4.7000e-004	0.0580	0.0153	4.4000e-004	0.0157	0.0000	51.9280	51.9280	1.5300e-003	0.0000	51.9662
Total	**0.0259**	**0.1230**	**0.2272**	**8.4000e-004**	**0.0643**	**6.8000e-004**	**0.0650**	**0.0172**	**6.5000e-004**	**0.0179**	**0.0000**	**78.2539**	**78.2539**	**3.1400e-003**	**0.0000**	**78.3324**

3.3 Building Construction - 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	0.1613	1.2136	1.1480	1.9600e-003		0.0609	0.0609		0.0588	0.0588	0.0000	161.5772	161.5772	0.0289	0.0000	162.2983
Total	**0.1613**	**1.2136**	**1.1480**	**1.9600e-003**		**0.0609**	**0.0609**		**0.0588**	**0.0588**	**0.0000**	**161.5772**	**161.5772**	**0.0289**	**0.0000**	**162.2983**

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	3.3200e-003	0.1054	0.0286	2.7000e-004	6.7300e-003	2.1000e-004	6.9400e-003	1.9400e-003	2.1000e-004	2.1500e-003	0.0000	26.3258	26.3258	1.6100e-003	0.0000	26.3662
Worker	0.0226	0.0176	0.1986	5.7000e-004	0.0575	4.7000e-004	0.0580	0.0153	4.4000e-004	0.0157	0.0000	51.9280	51.9280	1.5300e-003	0.0000	51.9662
Total	**0.0259**	**0.1230**	**0.2272**	**8.4000e-004**	**0.0643**	**6.8000e-004**	**0.0650**	**0.0172**	**6.5000e-004**	**0.0179**	**0.0000**	**78.2539**	**78.2539**	**3.1400e-003**	**0.0000**	**78.3324**

3.4 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2440					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8200e-003	0.0336	0.0400	7.0000e-005		2.0700e-003	2.0700e-003		2.0700e-003	2.0700e-003	0.0000	5.6172	5.6172	3.9000e-004	0.0000	5.6268
Total	**0.2489**	**0.0336**	**0.0400**	**7.0000e-005**		**2.0700e-003**	**2.0700e-003**		**2.0700e-003**	**2.0700e-003**	**0.0000**	**5.6172**	**5.6172**	**3.9000e-004**	**0.0000**	**5.6268**

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	1.1400e-003	8.8000e-004	9.9800e-003	3.0000e-005	2.8900e-003	2.0000e-005	2.9200e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.6107	2.6107	8.0000e-005	0.0000	2.6127
Total	**1.1400e-003**	**8.8000e-004**	**9.9800e-003**	**3.0000e-005**	**2.8900e-003**	**2.0000e-005**	**2.9200e-003**	**7.7000e-004**	**2.0000e-005**	**7.9000e-004**	**0.0000**	**2.6107**	**2.6107**	**8.0000e-005**	**0.0000**	**2.6127**

3.4 Architectural Coating - 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					
Archit. Coating	0.2440					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8200e-003	0.0336	0.0400	7.0000e-005		2.0700e-003	2.0700e-003		2.0700e-003	2.0700e-003	0.0000	5.6172	5.6172	3.9000e-004	0.0000	5.6268
Total	**0.2489**	**0.0336**	**0.0400**	**7.0000e-005**		**2.0700e-003**	**2.0700e-003**		**2.0700e-003**	**2.0700e-003**	**0.0000**	**5.6172**	**5.6172**	**3.9000e-004**	**0.0000**	**5.6268**

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	1.1400e-003	8.8000e-004	9.9800e-003	3.0000e-005	2.8900e-003	2.0000e-005	2.9200e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.6107	2.6107	8.0000e-005	0.0000	2.6127
Total	**1.1400e-003**	**8.8000e-004**	**9.9800e-003**	**3.0000e-005**	**2.8900e-003**	**2.0000e-005**	**2.9200e-003**	**7.7000e-004**	**2.0000e-005**	**7.9000e-004**	**0.0000**	**2.6107**	**2.6107**	**8.0000e-005**	**0.0000**	**2.6127**

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	0.1459	0.7223	1.8141	6.0300e-003	0.4761	5.2000e-003	0.4813	0.1276	4.8600e-003	0.1325	0.0000	556.1875	556.1875	0.0307	0.0000	556.9553
Unmitigated	0.1459	0.7223	1.8141	6.0300e-003	0.4761	5.2000e-003	0.4813	0.1276	4.8600e-003	0.1325	0.0000	556.1875	556.1875	0.0307	0.0000	556.9553

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	265.98	265.98	265.98	908,894	908,894
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	190.00	190.00	190.00	258,938	258,938
Regional Shopping Center	40.00	40.00	40.00	86,514	86,514
Total	495.98	495.98	495.98	1,254,346	1,254,346

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	86	11	3
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	37	20	43
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
High Turnover (Sit Down Restaurant)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Regional Shopping Center	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	299.7796	299.7796	7.0800e-003	1.4600e-003	300.3932
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	303.6819	303.6819	7.1700e-003	1.4800e-003	304.3034
NaturalGas Mitigated	7.0400e-003	0.0619	0.0381	3.8000e-004		4.8600e-003	4.8600e-003		4.8600e-003	4.8600e-003	0.0000	69.6697	69.6697	1.3400e-003	1.2800e-003	70.0837
NaturalGas Unmitigated	7.0400e-003	0.0619	0.0381	3.8000e-004		4.8600e-003	4.8600e-003		4.8600e-003	4.8600e-003	0.0000	69.6697	69.6697	1.3400e-003	1.2800e-003	70.0837

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	724560	3.9100e-003	0.0334	0.0142	2.1000e-004		2.7000e-003	2.7000e-003		2.7000e-003	2.7000e-003	0.0000	38.6653	38.6653	7.4000e-004	7.1000e-004	38.8950
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)	576900	3.1100e-003	0.0283	0.0238	1.7000e-004		2.1500e-003	2.1500e-003		2.1500e-003	2.1500e-003	0.0000	30.7856	30.7856	5.9000e-004	5.6000e-004	30.9685
Regional Shopping Center	4100	2.0000e-005	2.0000e-004	1.7000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2188	0.2188	0.0000	0.0000	0.2201
Total		**7.0400e-003**	**0.0619**	**0.0381**	**3.8000e-004**		**4.8700e-003**	**4.8700e-003**		**4.8700e-003**	**4.8700e-003**	**0.0000**	**69.6696**	**69.6696**	**1.3300e-003**	**1.2700e-003**	**70.0837**

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	724560	3.9100e-003	0.0334	0.0142	2.1000e-004		2.7000e-003	2.7000e-003		2.7000e-003	2.7000e-003	0.0000	38.6653	38.6653	7.4000e-004	7.1000e-004	38.8950
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)	576900	3.1100e-003	0.0283	0.0238	1.7000e-004		2.1500e-003	2.1500e-003		2.1500e-003	2.1500e-003	0.0000	30.7856	30.7856	5.9000e-004	5.6000e-004	30.9685
Regional Shopping Center	4100	2.0000e-005	2.0000e-004	1.7000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2188	0.2188	0.0000	0.0000	0.2201
Total		**7.0400e-003**	**0.0619**	**0.0381**	**3.8000e-004**		**4.8700e-003**	**4.8700e-003**		**4.8700e-003**	**4.8700e-003**	**0.0000**	**69.6696**	**69.6696**	**1.3300e-003**	**1.2700e-003**	**70.0837**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	267540	149.0093	3.5200e-003	7.3000e-004	149.3142
Enclosed Parking with Elevator	133608	74.4145	1.7600e-003	3.6000e-004	74.5668
High Turnover (Sit Down Restaurant)	110350	61.4607	1.4500e-003	3.0000e-004	61.5865
Regional Shopping Center	33750	18.7975	4.4000e-004	9.0000e-005	18.8359
Total		**303.6819**	**7.1700e-003**	**1.4800e-003**	**304.3034**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	260533	145.1069	3.4300e-003	7.1000e-004	145.4039
Enclosed Parking with Elevator	133608	74.4145	1.7600e-003	3.6000e-004	74.5668
High Turnover (Sit Down Restaurant)	110350	61.4607	1.4500e-003	3.0000e-004	61.5865
Regional Shopping Center	33750	18.7975	4.4000e-004	9.0000e-005	18.8359
Total		**299.7796**	**7.0800e-003**	**1.4600e-003**	**300.3931**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3328	0.0202	0.6882	1.1000e-004		4.7600e-003	4.7600e-003		4.7600e-003	4.7600e-003	0.0000	15.3775	15.3775	1.3500e-003	2.6000e-004	15.4893
Unmitigated	0.5475	0.0250	1.1025	1.1100e-003		0.0668	0.0668		0.0668	0.0668	7.0105	14.5850	21.5955	0.0220	4.8000e-004	22.2870

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	0.0244					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2862					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.2162	0.0171	0.4196	1.0700e-003		0.0630	0.0630		0.0630	0.0630	7.0105	13.4717	20.4822	0.0209	4.8000e-004	21.1466
Landscaping	0.0207	7.8800e-003	0.6829	4.0000e-005		3.7600e-003	3.7600e-003		3.7600e-003	3.7600e-003	0.0000	1.1133	1.1133	1.0800e-003	0.0000	1.1404
Total	**0.5475**	**0.0250**	**1.1025**	**1.1100e-003**		**0.0668**	**0.0668**		**0.0668**	**0.0668**	**7.0105**	**14.5850**	**21.5955**	**0.0220**	**4.8000e-004**	**22.2870**

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	0.0244					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2862					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.4400e-003	0.0123	5.2400e-003	8.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	14.2642	14.2642	2.7000e-004	2.6000e-004	14.3489
Landscaping	0.0207	7.8800e-003	0.6829	4.0000e-005		3.7600e-003	3.7600e-003		3.7600e-003	3.7600e-003	0.0000	1.1133	1.1133	1.0800e-003	0.0000	1.1404
Total	**0.3328**	**0.0202**	**0.6882**	**1.2000e-004**		**4.7600e-003**	**4.7600e-003**		**4.7600e-003**	**4.7600e-003**	**0.0000**	**15.3775**	**15.3775**	**1.3500e-003**	**2.6000e-004**	**15.4893**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	45.9781	0.1378	3.4500e-003	50.4491
Unmitigated	57.4727	0.1722	4.3100e-003	63.0613

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	4.30017 / 2.71097	49.3250	0.1413	3.5400e-003	53.9121
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0.758834 / 0.0484362	6.0437	0.0249	6.1000e-004	6.8477
Regional Shopping Center	0.185181 / 0.113498	2.1040	6.0800e-003	1.5000e-004	2.3015
Total		**57.4727**	**0.1722**	**4.3000e-003**	**63.0613**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.44013 / 2.16878	39.4600	0.1130	2.8300e-003	43.1297
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0.607067 / 0.038749	4.8349	0.0199	4.9000e-004	5.4782
Regional Shopping Center	0.148145 / 0.0907986	1.6832	4.8700e-003	1.2000e-004	1.8412
Total		**45.9781**	**0.1378**	**3.4400e-003**	**50.4491**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	12.7357	0.7527	0.0000	31.5520
Unmitigated	12.7357	0.7527	0.0000	31.5520

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	30.36	6.1628	0.3642	0.0000	15.2681
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	29.75	6.0390	0.3569	0.0000	14.9613
Regional Shopping Center	2.63	0.5339	0.0316	0.0000	1.3226
Total		**12.7357**	**0.7527**	**0.0000**	**31.5520**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	30.36	6.1628	0.3642	0.0000	15.2681
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	29.75	6.0390	0.3569	0.0000	14.9613
Regional Shopping Center	2.63	0.5339	0.0316	0.0000	1.3226
Total		**12.7357**	**0.7527**	**0.0000**	**31.5520**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix F

Geotechnical Investigation

PRELIMINARY GEOTECHNICAL INVESTIGATION

PROPOSED MIXED-USE DEVELOPMENT
119 & 121 SOUTH SOTO STREET AND 2316 – 2324 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

TRACT: STEVENSON'S SUB. OF A PART LOT 6 BLOCK 60 HANCOCK SURVEY
BLOCK: 2 LOTS: 8, 9, 12, 13 ARB: 1-2

GEOCON
WEST, INC.

GEOTECHNICAL
ENVIRONMENTAL
MATERIALS

PREPARED FOR

EAST LOS ANGELES COMMUNITY CORPORATION
LOS ANGELES, CALIFORNIA

PROJECT NO. A9622-06-01

APRIL 16, 2018

Project No. A9622-06-01
April 16, 2018

Jacqueline Monterrosas
East Los Angeles Community Corporation
2917 East 1st Street, Suite 101
Los Angeles, California 90033

Subject: PRELIMINARY GEOTECHNICAL INVESTIGATION
PROPOSED MIXED-USE DEVELOPMENT
119 & 121 SOUTH SOTO STREET AND
2316 – 2324 EAST 1ST STREET
LOS ANGELES, CALIFORNIA
TRACT: STEVENSON'S SUB. OF A PART LOT 6 BLOCK 60 HANCOCK SURVEY; BLOCK: 2; LOTS: 8, 9, 12, 13; ARB: 1-2

Dear Ms. Monterrosas:

In accordance with your authorization of our proposal dated May 10, 2017, we have performed a geotechnical investigation for the proposed mixed-use development located at 119 and 121 South Soto Street and 2316 – 2324 East 1st Street in the City of Los Angeles, California. The accompanying report presents the findings of our study, and our conclusions and recommendations pertaining to the geotechnical aspects of proposed design and construction. Based on the results of our investigation, it is our opinion that the site can be developed as proposed, provided the recommendations of this report are followed and implemented during design and construction.

If you have any questions regarding this report, or if we may be of further service, please contact the undersigned.

Very truly yours,

GEOCON WEST, INC.



Petrina Zen
PE 87489

Harry Derkalousdian
PE 79694

Susan F. Kirkgard
CEG 1754

(EMAIL) Addressee

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PRELIMINARY GEOTECHNICAL INVESTIGATION

1. PURPOSE AND SCOPE

This report presents the results of a preliminary geotechnical investigation for the proposed mixed-use development located at 119 & 121 South Soto Street and 2316 – 2324 East 1st Street in the City of Los Angeles, California (see Vicinity Map, Figure 1). The purpose of the investigation was to evaluate subsurface soil and geologic conditions at the site and, based on conditions encountered, to provide conclusions and recommendations pertaining to the geotechnical aspects of design and construction.

The scope of this investigation included a site reconnaissance, field exploration, laboratory testing, engineering analysis, and the preparation of this report. The site was explored on September 15, 2017 by excavating three 8-inch diameter borings to depths of approximately 30½ to 40½ feet below the existing ground surface utilizing a truck-mounted hollow-stem auger drilling machine. The approximate locations of the exploratory borings are depicted on the Site Plan (see Figure 2A). A detailed discussion of the field investigation, including boring logs, is presented in Appendix A.

Laboratory tests were performed on selected soil samples obtained during the investigation to determine pertinent physical and chemical soil properties. Appendix B presents a summary of the laboratory test results.

The recommendations presented herein are based on analysis of the data obtained during the investigation and our experience with similar soil and geologic conditions. References reviewed to prepare this report are provided in the *List of References* section.

If project details vary significantly from those described herein, Geocon should be contacted to determine the necessity for review and possible revision of this report.

2. SITE AND PROJECT DESCRIPTION

The subject site is located at 119 & 121 South Soto Street and 2316 – 2324 East 1st Street in the City of Los Angeles, California. The site is currently occupied by a vacant lot in the southern portion of the property and by a paved plaza for the Metro Transit Authority (MTA) Soto Station in the northern portion of the property. The site is bounded by single-story residential structures to the south, by an alley to the west, by South Soto Street to the east, and by East 1st Street to the north. The site is relatively level, with no pronounced highs or lows. Surface water drainage at the site appears to be by sheet flow along the existing ground contours to the city streets. Vegetation onsite consists of trees, which are located in isolated planter areas.

Based on the information provided by the Client, it is our understanding that the proposed development will consist of a 66-unit, five-story mixed-use structure to be constructed on the southern portion of the property. The proposed structure will be constructed over one subterranean parking level, which is anticipated to extend approximately 12 feet below the existing ground surface, including foundation depths. It is our further understanding that the northern portion of the property will be comprised of open space; no structures will be constructed in this area. The existing and proposed site conditions are shown on the Site Plan and Cross Sections (see Figures 2A and 2B).

It is our understanding that the MTA 1St and Soto Station is located along the northern portion of the subject property. Geotechnical reports and foundation designs will likely require MTA review and approval, and must be designed in a manner that will prevent or minimize potential building surcharges on the existing tunnel structures. Based on the plans provided to us, the setback of the proposed structure from the MTA station, and the depth of the proposed structure, the proposed structure is not anticipated to surcharge the existing MTA structures.

Based on the preliminary nature of the design at this time, wall and column loads were not available. It is anticipated that column loads for the proposed structures will be up to 600 kips, and wall loads will be up to 6 kips per linear foot.

Once the design phase and foundation loading configuration proceeds to a more finalized plan, the recommendations within this report should be reviewed and revised, if necessary. Any changes in the design, location or elevation of any structure, as outlined in this report, should be reviewed by this office. Geocon should be contacted to determine the necessity for review and possible revision of this report.

3. GEOLOGIC SETTING

The site is located on the Montebello Plain in the northern portion of the Los Angeles Basin. The Los Angeles Basin is a coastal plain bounded by the Santa Monica Mountains, Elsyian Hills and Repetto Hills to the north and northeast, the Puente Hills and Whittier faults to the east, the Palos Verdes Peninsula and Pacific Ocean to the west and south, and the Santa Ana Mountains and San Joaquin Hills to the south and southeast. Regionally, the site is located within the Peninsular Ranges Geomorphic Province. This province is characterized by northwest-trending physiographic and geologic features such as the Newport-Inglewood Fault Zone and the Whittier Fault Zone.

4. SOIL AND GEOLOGIC CONDITIONS

Based on our field investigation and published geologic maps of the area, the site is underlain by artificial fill and a thin veneer of Holocene age young alluvial fan deposits that are in turn underlain by Pleistocene age alluvial fan deposits. The alluvial fan deposits consist of varying amounts of unconsolidated gravel, sand and silt (California Geological Survey, 2012; Dibblee, 1989). Detailed stratigraphic profiles are provided on the boring logs in Appendix A.

4.1 Artificial Fill

Artificial fill was encountered in our field explorations to a maximum depth of 4.5 feet below existing ground surface. The artificial fill generally consists of brown to dark reddish brown sandy silt and silty sand with some fine gravel. The artificial fill is characterized as slightly moist and firm or medium dense. The fill is likely the result of past grading or construction activities at the site. Deeper fill may exist between excavations and in other portions of the site that were not directly explored.

4.2 Alluvium

Holocene and Pleistocene age alluvial fan deposits were encountered beneath the fill. The alluvium generally consists of brown, olive brown, yellowish brown, or reddish brown sandy silt, silt with sand, silty sand, sand with silt, and poorly graded sand with varying amounts of fine to coarse gravel. Clay was encountered in boring B2 at depths ranging from 19 to 24 feet beneath the existing ground surface. The alluvial soils are primarily fine- to medium-grained, slightly moist and medium dense to dense or firm to hard.

5. GROUNDWATER

A review of the Seismic Hazard Evaluation Report for the Los Angeles 7.5-Minute Quadrangle (California Division of Mines and Geology [CDMG], 1998) indicates that the historically highest groundwater level in the area is approximately 80 to 90 feet beneath the ground surface. Groundwater information presented in this document is generated from data collected in the early 1900's to the late 1990s. Based on current groundwater basin management practices, it is unlikely that groundwater levels will ever exceed the historic high levels.

Groundwater was not encountered in our borings, drilled to a maximum depth of 40½ feet below the existing ground surface. Based on the reported historic high groundwater levels in the site vicinity, the lack of groundwater in our borings, and the depth of proposed construction, groundwater is neither expected to be encountered during construction, nor have a detrimental effect on the project. However, it is not uncommon for groundwater levels to vary seasonally or for groundwater seepage conditions to develop where none previously existed, especially in impermeable fine-grained soils which are heavily irrigated or after seasonal rainfall. In addition, recent requirements for stormwater infiltration could result in shallower seepage conditions in the immediate site vicinity. Proper surface drainage of irrigation and precipitation will be critical for future performance of the project. Recommendations for drainage are provided in the S*urface Drainage* section of this report (see Section 7.24).

6. GEOLOGIC HAZARDS

6.1 Surface Fault Rupture

The numerous faults in Southern California include active, potentially active, and inactive faults. The criteria for these major groups are based on criteria developed by the California Geological Survey (CGS, formerly known as CDMG) for the Alquist-Priolo Earthquake Fault Zone Program (CGS, 2018a). By definition, an active fault is one that has had surface displacement within Holocene time (about the last 11,700 years). A potentially active fault has demonstrated surface displacement during Quaternary time (approximately the last 1.6 million years), but has had no known Holocene movement. Faults that have not moved in the last 1.6 million years are considered inactive.

The site is not within a state-designated Alquist-Priolo Earthquake Fault Zone (CGS, 2017; CGS, 2018b) or a city-designated Preliminary Fault Rupture Study Area (City of Los Angeles, 2018) for surface fault rupture hazards. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. However, the site is located in the seismically active Southern California region, and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. The faults in the vicinity of the site are shown in Figure 3, Regional Fault Map.

The closest surface trace of an active fault to the site is the Raymond Fault located approximately 5.3 miles to the north (CGS, 2017). Other nearby active faults are the Hollywood Fault, the Eagle Rock Fault, the Verdugo Fault, the Newport-Inglewood Fault Zone, and the Whittier Fault located approximately 5.7 miles north, 6.8 miles northeast, 7.4 miles north-northeast, 8.6 miles southwest, and 9.3 miles east-southeast of the site, respectively (Ziony and Jones, 1989). The active San Andreas Fault Zone is located approximately 32 miles northeast of the site.

Several buried thrust faults, commonly referred to as blind thrusts, underlie the Los Angeles Basin at depth. These faults are not exposed at the ground surface and are typically identified at depths greater than 3.0 kilometers. The October 1, 1987 M_w 5.9 Whittier Narrows earthquake and the January 17, 1994 M_w 6.7 Northridge earthquake were a result of movement on the Puente Hills Blind Thrust and the Northridge Thrust, respectively. The Puente Hills Blind Thrust and the Elysian Park Thrust underlie the site at depth. These deep thrust faults and others in the Los Angeles area are not exposed at the surface and do not present a potential surface fault rupture hazard at the site; however, these deep thrust faults are considered active features capable of generating future earthquakes that could result in moderate to significant ground shaking at the site.

6.2 Seismicity

As with all of Southern California, the site has experienced historic earthquakes from various regional faults. The seismicity of the region surrounding the site was formulated based on research of an electronic database of earthquake data. The epicenters of recorded earthquakes with magnitudes equal to or greater than 5.0 in the site vicinity are depicted on Figure 4, Regional Seismicity Map. A partial list of moderate to major magnitude earthquakes that have occurred in the Southern California area within the last 100 years is included in the following table.

LIST OF HISTORIC EARTHQUAKES

Earthquake (Oldest to Youngest)	Date of Earthquake	Magnitude	Distance to Epicenter (Miles)	Direction to Epicenter
San Jacinto-Hemet area	April 21, 1918	6.8	72	ESE
Near Redlands	July 23, 1923	6.3	55	E
Long Beach	March 10, 1933	6.4	33	SSE
Tehachapi	July 21, 1952	7.5	80	NW
San Fernando	February 9, 1971	6.6	28	NNW
Whittier Narrows	October 1, 1987	5.9	8	E
Sierra Madre	June 28, 1991	5.8	19	NE
Landers	June 28, 1992	7.3	102	E
Big Bear	June 28, 1992	6.4	80	E
Northridge	January 17, 1994	6.7	22	WNW
Hector Mine	October 16, 1999	7.1	117	ENE

The site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated if the proposed structures are designed and constructed in conformance with current building codes and engineering practices.

6.3 Seismic Design Criteria

The following table summarizes summarizes site-specific design criteria obtained from the 2016 California Building Code (CBC; Based on the 2015 International Building Code [IBC] and ASCE 7-10), Chapter 16 Structural Design, Section 1613 Earthquake Loads. The data was calculated using the computer program *U.S. Seismic Design Maps*, provided by the USGS. The short spectral response uses a period of 0.2 second. We evaluated the Site Class based on the discussion in Section 1613.3.2 of the 2016 CBC and Table 20.3-1 of ASCE 7-10. The values presented below are for the risk-targeted maximum considered earthquake (MCE_R).

2016 CBC SEISMIC DESIGN PARAMETERS

Parameter	Value	2016 CBC Reference
Site Class	D	Section 1613.3.2
MCE_R Ground Motion Spectral Response Acceleration – Class B (short), S_S	2.416g	Figure 1613.3.1(1)
MCE_R Ground Motion Spectral Response Acceleration – Class B (1 sec), S_1	0.842g	Figure 1613.3.1(2)
Site Coefficient, F_A	1.0	Table 1613.3.3(1)
Site Coefficient, F_V	1.5	Table 1613.3.3(2)
Site Class Modified MCE_R Spectral Response Acceleration (short), S_{MS}	2.416g	Section 1613.3.3 (Eqn 16-37)
Site Class Modified MCE_R Spectral Response Acceleration – (1 sec), S_{M1}	1.263g	Section 1613.3.3 (Eqn 16-38)
5% Damped Design Spectral Response Acceleration (short), S_{DS}	1.611g	Section 1613.3.4 (Eqn 16-39)
5% Damped Design Spectral Response Acceleration (1 sec), S_{D1}	0.842g	Section 1613.3.4 (Eqn 16-40)

The table below presents the mapped maximum considered geometric mean (MCE_G) seismic design parameters for projects located in Seismic Design Categories of D through F in accordance with ASCE 7-10.

ASCE 7-10 PEAK GROUND ACCELERATION

Parameter	Value	ASCE 7-10 Reference
Mapped MCE_G Peak Ground Acceleration, PGA	0.914g	Figure 22-7
Site Coefficient, F_{PGA}	1.0	Table 11.8-1
Site Class Modified MCE_G Peak Ground Acceleration, PGA_M	0.914g	Section 11.8.3 (Eqn 11.8-1)

The Maximum Considered Earthquake Ground Motion (MCE) is the level of ground motion that has a 2 percent chance of exceedance in 50 years, with a statistical return period of 2,475 years. According to the 2016 California Building Code and ASCE 7-10, the MCE is to be utilized for the evaluation of liquefaction, lateral spreading, seismic settlements, and it is our understanding that the intent of the Building code is to maintain "Life Safety" during a MCE event. The Design Earthquake Ground Motion (DE) is the level of ground motion that has a 10 percent chance of exceedance in 50 years, with a statistical return period of 475 years.

Deaggregation of the MCE peak ground acceleration was performed using the USGS online Unified Hazard Tool, 2008 Conterminous U.S. Dynamic edition. The result of the deaggregation analysis indicates that the predominant earthquake contributing to the MCE peak ground acceleration is characterized as a 6.64 magnitude event occurring at a hypocentral distance of 6.83 kilometers from the site.

Deaggregation was also performed for the Design Earthquake (DE) peak ground acceleration, and the result of the analysis indicates that the predominant earthquake contributing to the DE peak ground acceleration is characterized as a 6.64 magnitude occurring at a hypocentral distance of 11.08 kilometers from the site.

Conformance to the criteria in the above tables for seismic design does not constitute any kind of guarantee or assurance that significant structural damage or ground failure will not occur if a large earthquake occurs. The primary goal of seismic design is to protect life, not to avoid all damage, since such design may be economically prohibitive.

6.4 Liquefaction Potential

Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

The current standard of practice, as outlined in the "Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California" and "Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California" requires liquefaction analysis to a depth of 50 feet below the lowest portion of the proposed structure. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

The State of California Seismic Hazard Zone Map for the Los Angeles Quadrangle (CDMG, 1999; CGS, 2017) indicates that the site is not located in an area designated as having a potential for liquefaction. In addition, a review of the County of Los Angeles Seismic Safety Element (Leighton, 1990) indicates that the site is not located within an area identified as having a potential for liquefaction. Based on these considerations, it is our opinion that the potential for liquefaction and associated ground deformations beneath the site is very low.

6.5 Slope Stability

The topography at the site and in the site vicinity slopes gently to the north. The site is located within a City of Los Angeles Hillside Grading Area but is not located within a City of Los Angeles Hillside Ordinance Area (City of Los Angeles, 2018). According to the County of Los Angeles Safety Element (Leighton, 1990), the site is not located within a "hillside area" or an area identified as having a potential for slope instability or landslides. Additionally, the site is not within zone of required investigation for earthquake-induced landslides (CDMG, 1999; CGS, 2017). There are no known landslides near the site, nor is the site in the path of any known or potential landslides. Therefore, the potential for landslides to adversely affect the site in the current condition is considered low.

6.6 Earthquake-Induced Flooding

Earthquake-induced flooding is inundation caused by failure of dams or other water-retaining structures due to earthquakes. Based on a review of the Los Angeles County Safety Element (Leighton, 1990) and the City of Los Angeles Safety Element (1996), the site is not located within a potential inundation area for an earthquake-induced dam failure. Therefore, the probability of earthquake-induced flooding is considered very low.

6.7 Tsunamis, Seiches, and Flooding

The site is not located within a coastal area. Therefore, tsunamis are not considered a significant hazard at the site.

Seiches are large waves generated in enclosed bodies of water in response to ground shaking. No major water-retaining structures are located immediately up gradient from the project site. Therefore, flooding resulting from a seismically-induced seiche is considered unlikely.

The site is within an area of minimal flooding (Zone X) as defined by the Federal Emergency Management Agency (FEMA, 2018: LACDPW, 2018b).

6.8 Oil Fields & Methane Potential

Based on a review of the California Division of Oil, Gas and Geothermal Resources (DOGGR) Well Finder website, the site is located with the Boyle Heights Oil Field (DOGGR, 2018). However, oil or gas wells are not located in the immediate site vicinity (DOGGR, 2018). Due to the voluntary nature of record reporting by the oil well drilling companies, wells may be improperly located or not shown on the location map. Undocumented wells could be encountered during construction. Any wells encountered will need to be properly abandoned in accordance with the current requirements of the DOGGR.

The site is located within the boundaries of a City of Los Angeles Methane Zone (City of Los Angeles, 2018). Therefore, a methane study is required for the proposed development. It is recommended that a qualified methane consultant be retained to perform the study and provide mitigation measures as necessary.

6.9 Subsidence

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the site or in the general site vicinity. There appears to be little or no potential for ground subsidence due to withdrawal of fluids or gases at the site.

7. CONCLUSIONS AND RECOMMENDATIONS

7.1 General

7.1.1 It is our opinion that neither soil nor geologic conditions were encountered during the investigation that would preclude the construction of the proposed development provided the recommendations presented herein are followed and implemented during design and construction.

7.1.2 Up to 3 feet of existing artificial fill was encountered during the site investigation. The existing fill encountered is believed to be the result of past grading and construction activities at the site. Deeper fill may exist in other areas of the site that were not directly explored. It is our opinion that the existing fill, in its present condition, is not suitable for direct support of proposed foundations or slabs. The existing fill and site soils are suitable for re-use as engineered fill provided the recommendations in the Grading section of this report are followed (see Section 7.4). Excavations for subterranean level are anticipated to penetrate through the existing artificial fill and expose competent alluvial soils throughout the excavation bottom.

7.1.3 Groundwater was not encountered during site exploration and the current groundwater table is sufficiently deep that it not expected to be encountered during construction. However, local seepage could be encountered during excavation of the subterranean levels, especially if conducted during the rainy season.

7.1.4 Based on these considerations, the proposed structure may be supported on conventional foundation system deriving support in the competent alluvium found at and below a depth of 10 feet. Foundations should be deepened as necessary to penetrate through soft or unsuitable alluvium at the direction of the Geotechnical Engineer. All foundation excavations must be observed and approved by the Geotechnical Engineer (a representative of Geocon), prior to placing steel or concrete. Recommendations for the design of a conventional foundation system are provided in Section 7.6.

7.1.5 Excavations on the order of 12 feet in vertical height are anticipated for construction of the subterranean levels, including foundation depths. Due to the depth of the excavation and the proximity to the property lines, city streets and adjacent offsite structures, excavation of the proposed subterranean level will likely require sloping and shoring measures in order to provide a stable excavation. Where shoring is required it is recommended that a soldier pile shoring system be utilized. In addition, where the proposed excavation will be deeper than and adjacent to an offsite structure, the proposed shoring should be designed to resist the surcharge imposed by the adjacent offsite structure. Recommendations for shoring are provided in Section 7.18 of this report.

7.1.6 Due to the nature of the proposed design and intent for a subterranean level, waterproofing of subterranean walls and slabs is suggested. Particular care should be taken in the design and installation of waterproofing to avoid moisture problems, or actual water seepage into the structure through any normal shrinkage cracks which may develop in the concrete walls, floor slab, foundations and/or construction joints. The design and inspection of the waterproofing is not the responsibility of the geotechnical engineer. A waterproofing consultant should be retained in order to recommend a product or method, which would provide protection to subterranean walls, floor slabs and foundations.

7.1.7 Foundations for small outlying structures, such as block walls up to 6 feet in height, planter walls or trash enclosures, which will not be tied to the proposed structure, may be supported on conventional foundations deriving support on a minimum of 12 inches of newly placed engineered fill which extends laterally at least 12 inches beyond the foundation area. Where excavation and compaction cannot be performed or is undesirable, foundations may derive support directly in the competent undisturbed alluvial soils, and should be deepened as necessary to maintain a minimum 12-inch embedment into the recommended bearing materials. If the soils exposed in the excavation bottom are soft or loose, compaction of the soils will be required prior to placing steel or concrete. Compaction of the foundation excavation bottom is typically accomplished with a compaction wheel or mechanical whacker and must be observed and approved by a Geocon representative.

7.1.8 Where new paving is to be placed, it is recommended that all existing fill and soft alluvial soils be excavated and properly compacted for paving support. The client should be aware that excavation and compaction of all existing fill and soft alluvial soils in the area of new paving is not required; however, paving constructed over existing uncertified fill or unsuitable alluvial soil may experience increased settlement and/or cracking, and may therefore have a shorter design life and increased maintenance costs. As a minimum, the upper 12 inches of subgrade soil should be scarified and properly compacted for paving support. Paving recommendations are provided in *Preliminary Pavement Recommendations* section of this report (see Section 7.11).

7.1.9 Based on the results of percolation testing performed at the site, a stormwater infiltration system is not considered feasible for this project. The results of the percolation testing are further discussed in the *Stormwater Infiltration* section of this report (see Section 7.23).

7.1.10 Once the design and foundation loading configuration for the proposed structure proceeds to a more finalized plan, the recommendations within this report should be reviewed and revised, if necessary. Based on the final foundation loading configurations, the potential for settlement should be reevaluated by this office.

7.1.11 Any changes in the design, location or elevation, as outlined in this report, should be reviewed by this office. Geocon should be contacted to determine the necessity for review and possible revision of this report.

7.2 Soil and Excavation Characteristics

7.2.1 The in-situ soils can be excavated with moderate effort using conventional excavation equipment. Some caving should be anticipated in unshored excavations, especially where granular soils are encountered.

7.2.2 It is the responsibility of the contractor to ensure that all excavations and trenches are properly shored and maintained in accordance with applicable OSHA rules and regulations to maintain safety and maintain the stability of existing adjacent improvements.

7.2.3 All onsite excavations must be conducted in such a manner that potential surcharges from existing structures, construction equipment, and vehicle loads are resisted. The surcharge area may be defined by a 1:1 projection down and away from the bottom of an existing foundation or vehicle load. Penetrations below this 1:1 projection will require special excavation measures such as sloping or shoring. Excavation recommendations are provided in the *Temporary Excavations* section of this report (see Section 7.17).

7.2.4 The existing site soils encountered at the proposed foundation elevation during this investigation are considered to have a "low" expansive potential (EI = 47); and are classified as "expansive" based on the 2016 California Building Code (CBC) Section 1803.5.3. Recommendations presented herein assume that the building foundations and slabs will derive support in these materials.

7.3 Minimum Resistivity, pH, and Water-Soluble Sulfate

7.3.1 Potential of Hydrogen (pH) and resistivity testing as well as chloride content testing were performed on representative samples of soil to generally evaluate the corrosion potential to surface utilities. The tests were performed in accordance with California Test Method Nos. 643 and 422 and indicate that the soils are considered "corrosive" with respect to corrosion of buried ferrous metals on site. The results are presented in Appendix B (Figure B9) and should be considered for design of underground structures.

7.3.2 Laboratory tests were performed on representative samples of the site materials to measure the percentage of water-soluble sulfate content. Results from the laboratory water-soluble sulfate tests are presented in Appendix B (Figure B9) and indicate that the on-site materials possess "negligible" sulfate exposure to concrete structures as defined by 2016 CBC Section 1904 and ACI 318-11 Sections 4.2 and 4.3.

7.3.3 Geocon West, Inc. does not practice in the field of corrosion engineering and mitigation. If corrosion sensitive improvements are planned, it is recommended that a corrosion engineer be retained to evaluate corrosion test results and incorporate the necessary precautions to avoid premature corrosion of buried metal pipes and concrete structures in direct contact with the soils.

7.4 Grading

7.4.1 Grading is anticipated to include excavation of site soils for the subterranean level, foundations, and utility trenches, as well as placement of backfill for walls, ramps, and trenches.

7.4.2 Earthwork should be observed, and compacted fill tested by representatives of Geocon West, Inc. The existing fill and alluvial soil encountered during exploration is suitable for re-use as engineered fill, provided any encountered oversize material (greater than 6 inches) and any encountered deleterious debris are removed.

7.4.3 A preconstruction conference should be held at the site prior to the beginning of grading operations with the owner, contractor, civil engineer, geotechnical engineer, and building official in attendance. Special soil handling requirements can be discussed at that time.

7.4.4 Grading should commence with the removal of all existing vegetation and existing improvements from the area to be graded. Deleterious debris such as wood and root structures should be exported from the site and should not be mixed with the fill soils. Asphalt and concrete should not be mixed with the fill soils unless approved by the Geotechnical Engineer. All existing underground improvements planned for removal should be completely excavated and the resulting depressions properly backfilled in accordance with the procedures described herein. Once a clean excavation bottom has been established it must be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon West, Inc.) and the City of Los Angeles Inspector.

7.4.5 The City of Los Angeles Department of Building and Safety requires a minimum compactive effort of 95 percent of the laboratory maximum dry density in accordance with ASTM D 1557 (latest edition) where the soils to be utilized in the fill have less than 15 percent finer than 0.005 millimeters. Soils with more than 15 percent finer than 0.005 millimeters may be compacted to 90 percent of the laboratory maximum dry density in accordance with ASTM D 1557 (latest edition). All fill and backfill soils should be placed in horizontal loose layers approximately 6 to 8 inches thick, moisture conditioned to optimum moisture content, and properly compacted to the required degree of compaction in accordance with ASTM D 1557 (latest edition).

7.4.6 Foundations for small outlying structures, such as block walls up to 6 feet high, planter walls or trash enclosures, which will not be tied to the proposed building, may be supported on conventional foundations deriving support on a minimum of 12 inches of newly placed engineered fill which extends laterally at least 12 inches beyond the foundation area. Where excavation and proper compaction cannot be performed or is undesirable, foundations may derive support directly in the undisturbed alluvial soils, and should be deepened as necessary to maintain a minimum 12-inch embedment into the recommended bearing materials. If the soils exposed in the excavation bottom are soft or loose, compaction of the soils will be required prior to placing steel or concrete. Compaction of the foundation excavation bottom is typically accomplished with a compaction wheel or mechanical whacker and must be observed and approved by a Geocon representative.

7.4.7 Although not anticipated for this project, all imported fill shall be observed, tested, and approved by Geocon West, Inc. prior to bringing soil to the site. Rocks larger than 6 inches in diameter shall not be used in the fill. If necessary, import soils used as structural fill should have an expansion index less than 20 and corrosivity properties that are equally or less detrimental to that of the existing onsite soils (see Figure B9).

7.4.8 Utility trenches should be properly backfilled in accordance with the requirements of the Green Book (latest edition). The pipe should be bedded with clean sands (Sand Equivalent greater than 30) to a depth of at least 1 foot over the pipe, and the bedding material must be inspected and approved in writing by the Geotechnical Engineer (a representative of Geocon). The use of gravel is not acceptable unless used in conjunction with filter fabric to prevent the gravel from having direct contact with soil. The remainder of the trench backfill may be derived from onsite soil or approved import soil, compacted as necessary, until the required compaction is obtained. The use of minimum 2-sack slurry as backfill is also acceptable (see Section 7.5). Prior to placing any bedding materials or pipes, the excavation bottom must be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon).

7.4.9 All trench and foundation excavation bottoms must be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon), prior to placing bedding materials, fill, steel, gravel, or concrete.

7.5 Controlled Low Strength Material (CLSM)

7.5.1 Controlled Low Strength Material (CLSM) may be utilized in lieu of compacted soil as engineered fill where approved in writing by the Geotechnical Engineer. Where utilized within the City of Los Angeles use of CLSM is subject to the following requirements:

Standard Requirements

1. CLSM shall be ready-mixed by a City of Los Angeles approved batch plant;
2. CLSM shall not be placed on uncertified fill, on incompetent natural soil, nor below water;
3. CLSM shall not be placed on a sloping surface with a gradient steeper than 5:1 (horizontal to vertical);
4. Placement of the CLSM shall be under the continuous inspection of a concrete deputy inspector;
5. The excavation bottom shall be accepted by the soil engineer and the City Inspector prior to placing CLSM.

Requirements for CLSM that will be used for support of footings

1. The cement content of the CLSM shall not be less than 188 pounds per cubic yard (min. 2 sacks);
2. The excavation bottom must be level, cleaned of loose soils and approved in writing by Geocon prior to placement of the CLSM;
3. The ultimate compressive strength of the CLSM shall be no less than 100 pounds per square inch (psi) when tested on the 28th-day per ASTM D4832 (latest edition), Standard Test Method for Preparation and Testing of Controlled Low Strength Material Test Cylinders. Compression testing will be performed in accordance with ASTM C39 and City of Los Angeles requirements;
4. Samples of the CLSM will be collected during placement, a minimum of one test (two cylinders) for each 50 cubic yards or fraction thereof;
5. Overexcavation for CLSM placement shall extend laterally beyond the footprint of any proposed footings as required for placement of compacted fill, unless justified otherwise by the soil engineer that footings will have adequate vertical and horizontal bearing capacity.

7.6 Foundation Design

7.6.1 The proposed structure may be supported on a conventional spread foundation system deriving support in the competent alluvium found at and below a depth of 10 feet. Foundations should be deepened as necessary to penetrate through soft or unsuitable alluvium at the direction of the Geotechnical Engineer. All foundation excavations must be observed and approved by the Geotechnical Engineer (a representative of Geocon), prior to placing steel or concrete.

7.6.2 Continuous footings may be designed for an allowable bearing capacity of 3,000 pounds per square foot (psf), and should be a minimum of 12 inches in width, 24 inches in depth below the lowest adjacent grade, and 12 inches into the recommended bearing material.

7.6.3 Isolated spread foundations may be designed for an allowable bearing capacity of 3,800 psf, and should be a minimum of 24 inches in width, 24 inches in depth below the lowest adjacent grade, and 12 inches into the recommended bearing material.

7.6.4 The allowable soil bearing pressure above may be increased by 400 psf and 800 psf for each additional foot of foundation width and depth, respectively, up to a maximum allowable soil bearing pressure of 5,800 psf.

7.6.5 The allowable bearing pressures may be increased by one-third for transient loads due to wind or seismic forces.

7.6.6 If depth increases are utilized for the exterior wall footings, this office should be provided a copy of the final construction plans so that the excavation recommendations presented herein could be properly reviewed and revised if necessary.

7.6.7 Continuous footings should be reinforced with four No. 4 steel reinforcing bars, two placed near the top of the footing and two near the bottom. Reinforcement for spread footings should be designed by the project structural engineer.

7.6.8 The above foundation dimensions and minimum reinforcement recommendations are based on soil conditions and building code requirements only, and are not intended to be used in lieu of those required for structural purposes.

7.6.9 No special subgrade presaturation is required prior to placement of concrete. However, the slab and foundation subgrade should be sprinkled as necessary; to maintain a moist condition as would be expected in any concrete placement.

7.6.10 Foundation excavations should be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon West, Inc.), prior to the placement of reinforcing steel and concrete to verify that the excavations and exposed soil conditions are consistent with those anticipated. If unanticipated soil conditions are encountered, foundation modifications may be required.

7.6.11 This office should be provided a copy of the final construction plans so that the excavation recommendations presented herein could be properly reviewed and revised if necessary.

7.7 Foundation Settlement

7.7.1 The maximum expected static settlement for a structure supported on a conventional foundation system deriving support in the recommended bearing materials and designed with a maximum bearing pressure of 5,800 psf is estimated to be less than ¾ inch and occur below the heaviest loaded structural element. Settlement of the foundation system is expected to occur on initial application of loading. Differential settlement is not expected to exceed ½ inch over a distance of 20 feet.

7.7.2 Once the design and foundation loading configurations for the proposed structures proceeds to a more finalized plan, the estimated settlements presented in this report should be reviewed and revised, if necessary. If the final foundation loading configurations are greater than the assumed loading conditions, the potential for settlement should be reevaluated by this office.

7.8 Miscellaneous Foundations

7.8.1 Foundations for small outlying structures, such as block walls up to 6 feet in height, planter walls or trash enclosures which will not be tied to the proposed structure may be supported on conventional foundations bearing on a minimum of 12 inches of newly placed engineered fill which extends laterally at least 12 inches beyond the foundation area. Where excavation and compaction cannot be performed or is undesirable, such as adjacent to property lines, foundations may derive support in the undisturbed alluvial soils, and should be deepened as necessary to maintain a minimum 12-inch embedment into the recommended bearing materials.

7.8.2 If the soils exposed in the excavation bottom are soft, compaction of the soft soils will be required prior to placing steel or concrete. Compaction of the foundation excavation bottom is typically accomplished with a compaction wheel or mechanical whacker and must be observed and approved by a Geocon representative. Miscellaneous foundations may be designed for a bearing value of 1,500 psf, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade and 12 inches into the recommended bearing material. The allowable bearing pressure may be increased by up to one-third for transient loads due to wind or seismic forces.

7.8.3 Foundation excavations should be observed and approved in writing by the Geotechnical Engineer (a representative of Geocon West, Inc.), prior to the placement of reinforcing steel and concrete to verify that the excavations and exposed soil conditions are consistent with those anticipated.

7.9 Lateral Design

7.9.1 Resistance to lateral loading may be provided by friction acting at the base of foundations, slabs and by passive earth pressure. An allowable coefficient of friction of 0.4 may be used with the dead load forces in the competent alluvial soils or in properly compacted engineered fill.

7.9.2 Passive earth pressure for the sides of foundations and slabs poured against competent alluvial soils or newly placed engineered fill may be computed as an equivalent fluid having a density of 290 pounds per cubic foot (pcf) with a maximum earth pressure of 2,900 psf. When combining passive and friction for lateral resistance, the passive component should be reduced by one-third.

7.10 Concrete Slabs-on-Grade

7.10.1 Unless specifically evaluated and designed by a qualified structural engineer, the slab-on-grade subject to vehicle loading should be a minimum of 5 inches of concrete reinforced with No. 4 steel reinforcing bars placed 16 inches on center in both horizontal directions and positioned vertically near the slab midpoint. The concrete slab-on-grade and ramp may derive support directly on the undisturbed alluvial soils at the excavation bottom as well as compacted soils, if necessary. Any disturbed soils should be properly compacted for slab support. Soil placed and compacted for ramp and slab support should be moisture conditioned to optimum moisture content and properly compacted to at least 95 percent relative compaction, as determined by ASTM Test Method D 1557 (latest edition) for ramp support.

7.10.2 Slabs-on-grade at the ground surface that may receive moisture-sensitive floor coverings or may be used to store moisture-sensitive materials should be underlain by a vapor retarder placed directly beneath the slab. The vapor retarder and acceptable permeance should be specified by the project architect or developer based on the type of floor covering that will be installed. The vapor retarder design should be consistent with the guidelines presented in Section 9.3 of the American Concrete Institute's (ACI) Guide for Concrete Slabs that Receive Moisture-Sensitive Flooring Materials (ACI 302.2R-06) and should be installed in general conformance with ASTM E 1643 (latest edition) and the manufacturer's recommendations. A minimum thickness of 15 mils extruded polyolefin plastic is recommended; vapor retarders which contain recycled content or woven materials are not recommended. The vapor retarder should have a permeance of less than 0.01 perms demonstrated by testing before and after mandatory conditioning. The vapor retarder should be installed in direct contact with the concrete slab with proper perimeter seal. If the California Green Building Code requirements apply to this project, the vapor retarder should be underlain by 4 inches of clean aggregate. It is important that the vapor retarder be puncture resistant since it will be in direct contact with angular gravel. As an alternative to the clean aggregate suggested in the Green Building Code, it is our opinion that the concrete slab-on-grade may be underlain by a vapor retarder over 4 inches of clean sand (sand

equivalent greater than 30), since the sand will serve a capillary break and will minimize the potential for punctures and damage to the vapor barrier.

7.10.3 Due to the nature of the proposed design and intent for a subterranean level, waterproofing of subterranean walls and slabs is suggested. Particular care should be taken in the design and installation of waterproofing to avoid moisture problems, or actual water seepage into the structure through any normal shrinkage cracks which may develop in the concrete walls, floor slab, foundations and/or construction joints. The design and inspection of the waterproofing is not the responsibility of the geotechnical engineer. A waterproofing consultant should be retained in order to recommend a product or method, which would provide protection to subterranean walls, floor slabs and foundations.

7.10.4 For seismic design purposes, a coefficient of friction of 0.4 may be utilized between concrete slabs and subgrade soils without a moisture barrier, and 0.15 for slabs underlain by a moisture barrier.

7.10.5 Exterior slabs for walkways or flatwork, not subject to traffic loads, should be at least 4 inches thick and reinforced with No. 3 steel reinforcing bars placed 18 inches on center in both horizontal directions, positioned near the slab midpoint. Prior to construction of slabs, the upper 12 inches of subgrade should be moistened to optimum moisture content and properly compacted to at least 95 percent relative compaction, as determined by ASTM Test Method D 1557 (latest edition). Crack control joints should be spaced at intervals not greater than 10 feet and should be constructed using saw-cuts or other methods as soon as practical following concrete placement. Crack control joints should extend a minimum depth of one-fourth the slab thickness. The project structural engineer should design construction joints as necessary.

7.10.6 The recommendations of this report are intended to reduce the potential for cracking of slabs due to settlement. However, even with the incorporation of the recommendations presented herein, foundations, stucco walls, and slabs-on-grade may exhibit some cracking due to minor soil movement and/or concrete shrinkage. The occurrence of concrete shrinkage cracks is independent of the supporting soil characteristics. Their occurrence may be reduced and/or controlled by limiting the slump of the concrete, proper concrete placement and curing, and by the placement of crack control joints at periodic intervals, in particular, where re-entrant slab corners occur.

7.11 Preliminary Pavement Recommendations

7.11.1 Where new paving is to be placed, it is recommended that all existing fill and soft or unsuitable alluvial soil be removed and properly recompacted for paving support. The client should be aware that excavation and compaction of all soft or unsuitable alluvial soil in the area of new paving is not required, however, paving constructed over existing unsuitable soils may experience increased settlement and/or cracking, and may therefore have a shorter

design life and increased maintenance costs. As a minimum, the upper twelve inches of soil should be scarified and recompacted to at least 95 percent relative compaction, as determined by ASTM Test Method D 1557 (latest edition).

7.11.2 The following pavement sections are based on an assumed R-Value of 20. Once site grading activities are complete an R-Value should be obtained by laboratory testing to confirm the properties of the soils serving as paving subgrade, prior to placing pavement.

7.11.3 The Traffic Indices listed below are estimates. Geocon does not practice in the field of traffic engineering. The actual Traffic Index for each area should be determined by the project civil engineer. If pavement sections for Traffic Indices other than those listed below are required, Geocon should be contacted to provide additional recommendations. Pavement thicknesses were determined following procedures outlined in the *California Highway Design Manual* (Caltrans). It is anticipated that the majority of traffic will consist of automobile and large truck traffic.

PRELIMINARY PAVEMENT DESIGN SECTIONS

Location	Estimated Traffic Index (TI)	Asphalt Concrete (inches)	Class 2 Aggregate Base (inches)
Automobile Parking and Driveways	4.0	3.0	4.0
Trash Truck & Fire Lanes	7.0	4.0	12.0

7.11.4 Asphalt concrete should conform to Section 203-6 of the "*Standard Specifications for Public Works Construction*" (Green Book). Class 2 aggregate base materials should conform to Section 26-1.02A of the "*Standard Specifications of the State of California, Department of Transportation*" (Caltrans). The use of Crushed Miscellaneous Base in lieu of Class 2 aggregate base is acceptable. Crushed Miscellaneous Base should conform to Section 200-2.4 of the "*Standard Specifications for Public Works Construction*" (Green Book).

7.11.5 Unless specifically designed and evaluated by the project structural engineer, where exterior concrete paving will be utilized for support of vehicles, it is recommended that the concrete be a minimum of 5 inches of concrete reinforced with No. 3 steel reinforcing bars placed 18 inches on center in both horizontal directions. Concrete paving supporting vehicular traffic should be underlain by a minimum of 4 inches of aggregate base and a properly compacted subgrade. The subgrade and base material should be compacted to 95 percent relative compactions determined by ASTM Test Method D 1557 (latest edition).

7.11.6 The performance of pavements is highly dependent upon providing positive surface drainage away from the edge of pavements. Ponding of water on or adjacent to the pavement will likely result in saturation of the subgrade materials and subsequent cracking, subsidence and pavement distress. If planters are planned adjacent to paving, it is recommended that the perimeter curb be extended at least 12 inches below the bottom of the aggregate base to minimize the introduction of water beneath the paving.

7.12 Retaining Wall Design

7.12.1 The recommendations presented below are generally applicable to the design of rigid concrete or masonry retaining walls having a maximum height of 10 feet. In the event that walls higher than 10 feet are planned, Geocon should be contacted for additional recommendations.

7.12.2 Retaining wall foundations may be designed in accordance with the recommendations provided in the *Foundation Design* sections of this report (see Section 7.6).

7.12.3 Retaining walls with a level backfill surface that are not restrained at the top should be designed utilizing a triangular distribution of pressure (active pressure) of 30 pcf.

7.12.4 Restrained walls are those that are not allowed to rotate more than 0.001H (where H equals the height of the retaining portion of the wall in feet) at the top of the wall. Assuming that proper drainage and permanent dewatering is maintained, where walls are restrained from movement at the top, walls may be designed utilizing a triangular distribution of pressure (at-rest pressure) of 50 pcf.

7.12.5 The wall pressures provided above assume that the retaining wall will be properly drained preventing the buildup of hydrostatic pressure. If retaining wall drainage is not implemented, the equivalent fluid pressure to be used in design of undrained walls is 90 pcf. The value includes hydrostatic pressures plus buoyant lateral earth pressures.

7.12.6 The wall pressures provided above assume that the proposed retaining walls will support relatively undisturbed alluvial soils or engineered fill derived from onsite soils. If import soil will be used to backfill proposed retaining walls, revised earth pressures may be required to account for the geotechnical properties of the import soil used as engineered fill. This should be evaluated once the use of import soil is established. All imported fill shall be observed, tested, and approved by Geocon West, Inc. prior to bringing soil to the site.

7.12.7 Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures and should be designed for each condition as the project progresses.

7.12.8 It is recommended that line-load surcharges from adjacent wall footings, use horizontal pressures generated from NAV-FAC DM 7.2. The governing equations are:

$$For\ {}^{x}/_{H} \leq 0.4$$

$$\sigma_H(z) = \frac{0.20 \times \left(\frac{z}{H}\right)}{\left[0.16 + \left(\frac{z}{H}\right)^2\right]^2} \times \frac{Q_L}{H}$$

and

$$For\ {}^{x}/_{H} > 0.4$$

$$\sigma_H(z) = \frac{1.28 \times \left(\frac{x}{H}\right)^2 \times \left(\frac{z}{H}\right)}{\left[\left(\frac{x}{H}\right)^2 + \left(\frac{z}{H}\right)^2\right]^2} \times \frac{Q_L}{H}$$

where x is the distance from the face of the excavation or wall to the vertical line-load, H is the distance from the bottom of the footing to the bottom of excavation or wall, z is the depth at which the horizontal pressure is desired, Q_L is the vertical line-load and $\sigma_H(z)$ is the horizontal pressure at depth z.

7.12.9 It is recommended that vertical point-loads, from construction equipment outriggers or adjacent building columns use horizontal pressures generated from NAV-FAC DM 7.2. The governing equations are:

$$For\ {}^{x}/_{H} \leq 0.4$$

$$\sigma_H(z) = \frac{0.28 \times \left(\frac{z}{H}\right)^2}{\left[0.16 + \left(\frac{z}{H}\right)^2\right]^3} \times \frac{Q_P}{H^2}$$

and

$$For\ {}^{x}/_{H} > 0.4$$

$$\sigma_H(z) = \frac{1.77 \times \left(\frac{x}{H}\right)^2 \times \left(\frac{z}{H}\right)^2}{\left[\left(\frac{x}{H}\right)^2 + \left(\frac{z}{H}\right)^2\right]^3} \times \frac{Q_P}{H^2}$$

then

$$\sigma'_H(z) = \sigma_H(z) cos^2(1.1\theta)$$

where x is the distance from the face of the excavation/wall to the vertical point-load, H is distance from the outrigger/bottom of column footing to the bottom of excavation, z is the depth at which the horizontal pressure is desired, Q_P is the vertical point-load, $\sigma_H(z)$ is the horizontal pressure at depth z, θ is the angle between a line perpendicular to the excavation/wall and a line from the point-load to location on the excavation/wall where the surcharge is being evaluated, and $\sigma_H(z)$ is the horizontal pressure at depth z.

7.12.10 In addition to the recommended earth pressure, the upper 10 feet of the subterranean wall adjacent to the street and parking lot should be designed to resist a uniform lateral pressure of 100 psf, acting as a result of an assumed 300 psf surcharge behind the walls due to normal street traffic. If the traffic is kept back at least 10 feet from the subterranean walls, the traffic surcharge may be neglected.

7.12.11 Seismic lateral forces should be incorporated into the design as necessary, and recommendations for seismic lateral forces are presented below.

7.13 Dynamic (Seismic) Lateral Forces

7.13.1 The structural engineer should determine the seismic design category for the project in accordance with Section 1613 of the CBC. If the project possesses a seismic design category of D, E, or F, proposed retaining walls in excess of 6 feet in height should be designed with seismic lateral pressure (Section 1803.5.12 of the 2016 CBC).

7.13.2 A seismic load of 10 pcf should be used for design of walls that support more than 6 feet of backfill in accordance with Section 1803.5.12 of the 2016 CBC. The seismic load is applied as an equivalent fluid pressure along the height of the wall and the calculated loads result in a maximum load exerted at the base of the wall and zero at the top of the wall. This seismic load should be applied in addition to the active earth pressure. The earth pressure is based on half of two thirds of PGA_M calculated from ASCE 7-10 Section 11.8.3.

7.14 Retaining Wall Drainage

7.14.1 Retaining walls should be provided with a drainage system extended at least two-thirds the height of the wall. At the base of the drain system, a subdrain covered with a minimum of 12 inches of gravel should be installed, and a compacted fill blanket or other seal placed at the surface (see Figure 5). The clean bottom and subdrain pipe, behind a retaining wall, should be observed by the Geotechnical Engineer (a representative of Geocon), prior to placement of gravel or compacting backfill.

7.14.2 As an alternative, a plastic drainage composite such as Miradrain or equivalent may be installed in continuous, 4-foot wide columns along the entire back face of the wall, at 8 feet on center. The top of these drainage composite columns should terminate approximately 18 inches below the ground surface, where either hardscape or a minimum of 18 inches of relatively cohesive material should be placed as a cap (see Figure 6). These vertical columns of drainage material would then be connected at the bottom of the wall to a collection panel or a one-cubic-foot rock pocket drained by a 4-inch subdrain pipe.

7.14.3 Subdrainage pipes at the base of the retaining wall drainage system should outlet to an acceptable location via controlled drainage structures.

7.14.4 Moisture affecting below grade walls is one of the most common post-construction complaints. Poorly applied or omitted waterproofing can lead to efflorescence or standing water. Particular care should be taken in the design and installation of waterproofing to avoid moisture problems, or actual water seepage into the structure through any normal shrinkage cracks which may develop in the concrete walls, floor slab, foundations and/or construction joints. The design and inspection of the waterproofing is not the responsibility of the geotechnical engineer. A waterproofing consultant should be retained in order to recommend a product or method, which would provide protection to subterranean walls, floor slabs and foundations.

7.15 Elevator Pit Design

7.15.1 The elevator pit slab and retaining wall should be designed by the project structural engineer. Elevator pits may be designed in accordance with the recommendations in the *Foundation Design* and *Retaining Wall Design* section of this report (see Sections 7.6 and 7.12).

7.15.2 Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic, or adjacent foundations and should be designed for each condition as the project progresses.

7.15.3 If retaining wall drainage is to be provided, the drainage system should be designed in accordance with the *Retaining Wall Drainage* section of this report (see Section 7.14).

7.15.4 It is suggested that the exterior walls and slab be waterproofed to prevent excessive moisture inside of the elevator pit. Waterproofing design and installation is not the responsibility of the geotechnical engineer.

7.16 Elevator Piston

7.16.1 If a plunger-type elevator piston is installed for this project, a deep drilled excavation will be required. It is important to verify that the drilled excavation is not situated immediately adjacent to a foundation or shoring pile, or the drilled excavation could compromise the existing foundation or pile support, especially if the drilling is performed subsequent to the foundation or pile construction.

7.16.2 Casing may be required if caving is experienced in the drilled excavation. The contractor should be prepared to use casing and should have it readily available at the commencement of drilling activities. Continuous observation of the drilling and installation of the elevator piston by the Geotechnical Engineer (a representative of Geocon West, Inc.) is required.

7.16.3 The annular space between the piston casing and drilled excavation wall should be filled with a minimum of 1½-sack slurry pumped from the bottom up. As an alternative, pea gravel may be utilized. The use of soil to backfill the annular space is not acceptable.

7.17 Temporary Excavations

7.17.1 Excavations on the order of 12 feet in height are anticipated for excavation and construction of the proposed subterranean levels and foundation system. The excavations are expected to expose alluvial soils, which are suitable for vertical excavations up to 5 feet where loose soils or caving sands are not present or where not surcharged by adjacent traffic or structures.

7.17.2 Vertical excavations greater than 5 feet will require sloping and/or shoring measures in order to provide a stable excavation. Where sufficient space is available, temporary unsurcharged embankments could be sloped back at a uniform 1:1 slope gradient or flatter, up to a maximum of 12 feet in height. A uniform slope does not have a vertical portion. Where space is limited, shoring measures will be required. *Shoring* recommendations are provided in Section 7.18 of this report.

7.17.3 Where sloped embankments are utilized, the top of the slope should be barricaded to prevent vehicles and storage loads at the top of the slope within a horizontal distance equal to the height of the slope. If the temporary construction embankments are to be maintained during the rainy season, berms are suggested along the tops of the slopes where necessary to prevent runoff water from entering the excavation and eroding the slope faces. Geocon personnel should inspect the soils exposed in the cut slopes during excavation so that modifications of the slopes can be made if variations in the soil conditions occur. All excavations should be stabilized within 30 days of initial excavation.

7.18 Shoring – Soldier Pile Design and Installation

7.18.1 The following information on the design and installation of shoring is preliminary. Review of the final shoring plans and specifications should be made by this office prior to bidding or negotiating with a shoring contractor.

7.18.2 One method of shoring would consist of steel soldier piles, placed in drilled holes and backfilled with concrete. Where maximum excavation heights are less than 12 feet the soldier piles are typically designed as cantilevers. Where excavations exceed 12 feet or are surcharged, soldier piles may require lateral bracing utilizing drilled tie-back anchors or raker braces to maintain an economical steel beam size and prevent excessive deflection. The size of the steel beam, the need for lateral bracing, and the acceptable shoring deflection should be determined by the project shoring engineer.

7.18.3 The design embedment of the shoring pile toes must be maintained during excavation activities. The toes of the perimeter shoring piles should be deepened to take into account any required excavations necessary for foundation excavations and/or adjacent drainage systems.

7.18.4 The proposed soldier piles may also be designed as permanent piles. The required pile depths, dimensions, and spacing should be determined and designed by the project structural and shoring engineers. All piles utilized for shoring can also be incorporated into a permanent retaining wall system (shotcrete wall) and should be designed in accordance with the earth pressure provided in the *Retaining Wall Design* section of this report (see Section 7.12).

7.18.5 Drilled cast-in-place soldier piles should be placed no closer than three diameters on center. The minimum diameter of the piles is 18 inches. Structural concrete should be used for the soldier piles below the excavation; lean-mix concrete may be employed above that level. As an alternative, lean-mix concrete may be used throughout the pile where the reinforcing consists of a wideflange section. The slurry must be of sufficient strength to impart the lateral bearing pressure developed by the wideflange section to the soil. For design purposes, an allowable passive value for the soils below the bottom plane of excavation may be assumed to be 290 psf per foot. The allowable passive value may be doubled for isolated piles spaced a minimum of three times the pile diameter. To develop the full lateral value, provisions should be implemented to assure firm contact between the soldier piles and the undisturbed alluvium.

7.18.6 Groundwater was not encountered during exploration; however, the contractor should be prepared for groundwater during pile installation should the need arise. Local seepage may be encountered during excavations for the proposed soldier piles, especially if conducted during the rainy season. If more than 6 inches of water is present in the bottom of the excavation, a tremie is required to place the concrete into the bottom of the hole. A tremie should consist of a rigid, water-tight tube having a diameter of not less than 6 inches with a hopper at the top. The tube should be equipped with a device that will close the discharge end and prevent water from entering the tube while it is being charged with concrete. The tremie should be supported so as to permit free movement of the discharge end over the entire top surface of the work and to permit rapid lowering when necessary to retard or stop the flow of concrete. The discharge end should be closed at the start of the work to prevent water entering the tube and should be entirely sealed at all times, except when the concrete is being placed. The tremie tube should be kept full of concrete. The flow should be continuous until the work is completed and the resulting concrete seal should be monolithic and homogeneous. The tip of the tremie tube should always be kept about 5 feet below the surface of the concrete and definite steps and safeguards should be taken to insure that the tip of the tremie tube is never raised above the surface of the concrete.

7.18.7 A special concrete mix should be used for concrete to be placed below water. The design should provide for concrete with an unconfined compressive strength psi of 1,000 psi over the initial job specification. An admixture that reduces the problem of segregation of paste/aggregates and dilution of paste should be included. The slump should be commensurate to any research report

for the admixture, provided that it should also be the minimum for a reasonable consistency for placing when water is present.

7.18.8 Casing may be required if caving is encountered, and the contractor should have casing available prior to commencement of pile excavation. When casing is used, extreme care should be employed so that the pile is not pulled apart as the casing is withdrawn. At no time should the distance between the surface of the concrete and the bottom of the casing be less than 5 feet. As an alternative, piles may be vibrated into place; however, there is always a risk that excessive vibrations in sandy soils could induce settlements and distress to adjacent offsite improvements. Continuous observation of the drilling and pouring of the piles by the Geotechnical Engineer (a representative of Geocon West, Inc.), is required.

7.18.9 The frictional resistance between the soldier piles and retained soil may be used to resist the vertical component of the anchor load. The coefficient of friction may be taken as 0.4 based on uniform contact between the steel beam and lean-mix concrete and retained earth. The portion of soldier piles below the plane of excavation may also be employed to resist the downward loads. The downward capacity may be determined using a frictional resistance of 460 psf per foot.

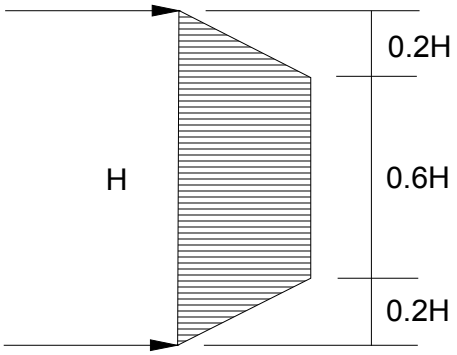
7.18.10 Due to the nature of the site soils, it is expected that continuous lagging between soldier piles will be required. However, it is recommended that the exposed soils be observed by the Geotechnical Engineer (a representative of Geocon West, Inc.), to verify the presence of any competent, cohesive soils and the areas where lagging may be omitted.

7.18.11 The time between lagging excavation and lagging placement should be as short as possible soldier piles should be designed for the full-anticipated pressures. Due to arching in the soils, the pressure on the lagging will be less. It is recommended that the lagging be designed for the full design pressure but be limited to a maximum of 400 psf.

7.18.12 For the design of shoring, it is recommended that an equivalent fluid pressure based on the following table, be utilized for design. A diagram depicting the trapezoidal pressure distribution of lateral earth pressure is provided in the table on the following page.

HEIGHT OF SHORING (FEET)	**EQUIVALENT FLUID PRESSURE (Pounds Per Cubic Foot) (ACTIVE PRESSURE)**	**EQUIVALENT FLUID PRESSURE Trapezoidal (Where H is the height of the shoring in feet)**
Up to 12	25	16H

Trapezoidal Distribution of Pressure



7.18.13 It is very important to note that active pressures can only be achieved when movement in the soil (earth wall) occurs. If movement in the soil is not acceptable, such as adjacent to an existing structure, an at-rest pressure of 45 pcf should be considered for design purposes.

7.18.14 Where a combination of sloped embankment and shoring is utilized, the pressure will be greater and must be determined for each combination. Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic, or adjacent structures and must be determined for each combination.

7.18.15 It is recommended that line-load surcharges from adjacent wall footings, use horizontal pressures generated from NAV-FAC DM 7.2. The governing equations are:

$$For\ {}^{x}/_{H} \leq 0.4$$

$$\sigma_H(z) = \frac{0.20 \times \left(\frac{z}{H}\right)}{\left[0.16 + \left(\frac{z}{H}\right)^2\right]^2} \times \frac{Q_L}{H}$$

and

$$For\ {}^{x}/_{H} > 0.4$$

$$\sigma_H(z) = \frac{1.28 \times \left(\frac{x}{H}\right)^2 \times \left(\frac{z}{H}\right)}{\left[\left(\frac{x}{H}\right)^2 + \left(\frac{z}{H}\right)^2\right]^2} \times \frac{Q_L}{H}$$

where x is the distance from the face of the excavation or wall to the vertical line-load, H is the distance from the bottom of the footing to the bottom of excavation or wall, z is the depth at which the horizontal pressure is desired, Q_L is the vertical line-load and $\sigma_H(z)$ is the horizontal pressure at depth z.

7.18.16 It is recommended that vertical point-loads, from construction equipment outriggers or adjacent building columns use horizontal pressures generated from NAV-FAC DM 7.2. The governing equations are:

$$For\ {}^{x}/_{H} \leq 0.4$$

$$\sigma_H(z) = \frac{0.28 \times \left(\frac{z}{H}\right)^2}{\left[0.16 + \left(\frac{z}{H}\right)^2\right]^3} \times \frac{Q_P}{H^2}$$

and

$$For\ {}^{x}/_{H} > 0.4$$

$$\sigma_H(z) = \frac{1.77 \times \left(\frac{x}{H}\right)^2 \times \left(\frac{z}{H}\right)^2}{\left[\left(\frac{x}{H}\right)^2 + \left(\frac{z}{H}\right)^2\right]^3} \times \frac{Q_P}{H^2}$$

then

$$\sigma'_H(z) = \sigma_H(z) cos^2(1.1\theta)$$

where x is the distance from the face of the excavation/wall to the vertical point-load, H is distance from the outrigger/bottom of column footing to the bottom of excavation, z is the depth at which the horizontal pressure is desired, Q_P is the vertical point-load, $\sigma_H(z)$ is the horizontal pressure at depth z, θ is the angle between a line perpendicular to the excavation/wall and a line from the point-load to location on the excavation/wall where the surcharge is being evaluated, and $\sigma_H(z)$ is the horizontal pressure at depth z.

7.18.17 In addition to the recommended earth pressure, the upper ten feet of the shoring adjacent to the street or driveway areas should be designed to resist a uniform lateral pressure of 100 psf, acting as a result of an assumed 300 psf surcharge behind the shoring due to normal street traffic. If the traffic is kept back at least ten feet from the shoring, the traffic surcharge may be neglected.

7.18.18 It is difficult to accurately predict the amount of deflection of a shored embankment. It should be realized that some deflection will occur. It is recommended that the deflection be minimized to prevent damage to existing structures and adjacent improvements. Where public right-of-ways are present or adjacent offsite structures do not surcharge the shoring excavation, the shoring deflection should be limited to less than 1 inch at the top of the shored embankment. Where offsite structures are within the shoring surcharge area it is recommended that the beam deflection be limited to less than ½ inch at the elevation of the adjacent offsite foundation, and no deflection at all if deflections will damage existing structures. The allowable deflection is dependent on many factors, such as the presence of structures and utilities near the top of the embankment, and will be assessed and designed by the project shoring engineer.

7.18.19 Because of the depth of the excavation, some means of monitoring the performance of the shoring system is suggested. The monitoring should consist of periodic surveying of the lateral and vertical locations of the tops of all soldier piles and the lateral movement along the entire lengths of selected soldier piles.

7.18.20 Due to the depth of the depth of the excavation and proximity to adjacent structures, it is suggested that prior to excavation the existing improvements be inspected to document the present condition. For documentation purposes, photographs should be taken of preconstruction distress conditions and level surveys of adjacent grade and pavement should be considered. During excavation activities, the adjacent structures and pavement should be periodically inspected for signs of distress. In the even that distress or settlement is noted, an investigation should be performed and corrective measures taken so that continued or worsened distress or settlement is mitigated. Documentation and monitoring of the offsite structures and improvements is not the responsibility of the geotechnical engineer.

7.19 Temporary Tie-Back Anchors

7.19.1 Temporary tie-back anchors may be used with the solider pile wall system to resist lateral loads. Post-grouted friction anchors are recommended. For design purposes, it may be assumed that the active wedge adjacent to the shoring is defined by a plane drawn 35 degrees with the vertical through the bottom plane of the excavation. Friction anchors should extend a minimum of 20 feet beyond the potentially active wedge and to greater lengths if necessary to develop the desired capacities. The locations and depths of all offsite utilities should be thoroughly checked and incorporated into the drilling angle design for the tie-back anchors.

7.19.2 The capacities of the anchors should be determined by testing of the initial anchors as outlined in a following section. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads. Anchors should be placed at least 6 feet on center to be considered isolated. For preliminary design purposes, it is estimated that drilled friction anchors constructed without utilizing post-grouting techniques will develop average skin frictions as follows:

- 5 feet below the top of the excavation – 840 pounds per square foot

7.19.3 Depending on the techniques utilized, and the experience of the contractor performing the installation, a maximum allowable friction capacity of 2.5 kips per linear foot for post-grouted anchors (for a minimum 20 foot length beyond the active wedge) may be assumed for design purposes. Only the frictional resistance developed beyond the active wedge should be utilized in resisting lateral loads.

7.20 Anchor Installation

7.20.1 Tied-back anchors are typically installed between 20 and 40 degrees below the horizontal; however, occasionally alternative angles are necessary to avoid existing improvements and utilities. The locations and depths of all offsite utilities should be thoroughly checked prior to design and installation of the tie-back anchors. Caving of the anchor shafts, particularly within sand and gravel deposits or seepage zones, should be anticipated during installation and provisions should be implemented in order to minimize such caving. It is suggested that hollow-stem auger drilling equipment be used to install the anchors. The anchor shafts should be filled with concrete by pumping from the tip out, and the concrete should extend from the tip of the anchor to the active wedge. In order to minimize the chances of caving, it is recommended that the portion of the anchor shaft within the active wedge be backfilled with sand before testing the anchor. This portion of the shaft should be filled tightly and flush with the face of the excavation. The sand backfill should be placed by pumping; the sand may contain a small amount of cement to facilitate pumping.

7.21 Anchor Testing

7.21.1 All of the anchors should be tested to at least 150 percent of design load. The total deflection during this test should not exceed 12 inches. The rate of creep under the 150 percent test load should not exceed 0.1 inch over a 15-minute period in order for the anchor to be approved for the design loading.

7.21.2 At least ten percent of the anchors should be selected for "quick" 200 percent tests and three additional anchors should be selected for 24-hour 200 percent tests. The purpose of the 200 percent tests is to verify the friction value assumed in design. The anchors should be tested to develop twice the assumed friction value. These tests should be performed prior to installation of additional tiebacks. Where satisfactory tests are not achieved on the initial anchors, the anchor diameter and/or length should be increased until satisfactory test results are obtained.

7.21.3 The total deflection during the 24-hour 200 percent test should not exceed 12 inches. During the 24-hour tests, the anchor deflection should not exceed 0.75 inches measured after the 200 percent test load is applied.

7.21.4 For the "quick" 200 percent tests, the 200 percent test load should be maintained for 30 minutes. The total deflection of the anchor during the 200 percent quick tests should not exceed 12 inches; the deflection after the 200 percent load has been applied should not exceed 0.25 inch during the 30-minute period.

7.21.5 After a satisfactory test, each anchor should be locked-off at the design load. This should be verified by rechecking the load in the anchor. The load should be within 10 percent of the design load. A representative of this firm should observe the installation and testing of the anchors.

7.22 Internal Bracing

7.22.1 Rakers may be utilized to brace the soldier piles in lieu of tieback anchors. The raker bracing could be supported laterally by temporary concrete footings (deadmen) or by the permanent, interior footings. For design of such temporary footings or deadmen, poured with the bearing surface normal to rakers inclined at 45 degrees, a bearing value of 1,500 psf may be used, provided the shallowest point of the footing is at least one foot below the lowest adjacent grade. The structural engineer should review the shoring plans to determine if raker footings conflict with the structural foundation system. The client should be aware that the utilization of rakers could significantly impact the construction schedule due to their intrusion into the construction site and potential interference with equipment.

7.23 Stormwater Infiltration

7.23.1 During the September 15, 2017 site exploration, boring B2 was utilized to perform percolation testing. The boring was advanced to the depth listed in the table below. Slotted casing was placed in the boring, and the annular space between the casing and excavation was filled with gravel. The boring was then filled with water to pre-saturate the soils. On September 18, 2017, the casing was refilled with water and percolation test readings were performed after repeated flooding of the cased excavation. Based on the test results, the measured percolation rate and design infiltration rate, for the earth materials encountered, are provided in the following table. These values have been calculated in accordance with the Boring Percolation Test Procedure in the County of Los Angeles Department of Public Works GMED *Guidelines for Geotechnical Investigation and Reporting, Low Impact Development Stormwater Infiltration* (June 2017). Percolation test field data and calculation of the measured percolation rate and design infiltration rate are provided on Figure 7.

Boring	Soil Type	Infiltration Depth (ft)	Measured Percolation Rate (in / hour)	Design Infiltration Rate (in / hour)
B2	Sandy Silt (ML)	25-40½	0.45	0.11

7.23.2 The results of the percolation testing indicated that the infiltration rate within the existing fill is less than the generally accepted minimally required infiltration rate of 0.3 inches per hour. Therefore, based on these considerations, a stormwater infiltration system is not recommended for this development. It is suggested that stormwater be retained, filtered and discharged in accordance with the requirements of the local governing agency.

7.24 Surface Drainage

7.24.1 Proper surface drainage is critical to the future performance of the project. Uncontrolled infiltration of irrigation excess and storm runoff into the soils can adversely affect the performance of the planned improvements. Saturation of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change in the original designed engineering properties. Proper drainage should be maintained at all times.

7.24.2 All site drainage should be collected and controlled in non-erosive drainage devices. Drainage should not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. The site should be graded and maintained such that surface drainage is directed away from structures in accordance with 2016 CBC 1804.4 or other applicable standards. In addition, drainage should not be allowed to flow uncontrolled over any descending slope. Discharge from downspouts, roof drains and scuppers are not recommended onto unprotected soils within 5 feet of the building perimeter. Planters which are located adjacent to foundations should be sealed to prevent moisture intrusion into the soils providing foundation support. Landscape irrigation is not recommended within 5 feet of the building perimeter footings except when enclosed in protected planters.

7.24.3 Positive site drainage should be provided away from structures, pavement, and the tops of slopes to swales or other controlled drainage structures. The building pad and pavement areas should be fine graded such that water is not allowed to pond.

7.24.4 Landscaping planters immediately adjacent to paved areas are not recommended due to the potential for surface or irrigation water to infiltrate the pavement's subgrade and base course. Either a subdrain, which collects excess irrigation water and transmits it to drainage structures, or an impervious above-grade planter boxes should be used. In addition, where landscaping is planned adjacent to the pavement, it is recommended that consideration be given to providing a cutoff wall along the edge of the pavement that extends at least 12 inches below the base material.

7.25 Plan Review

7.25.1 Grading, foundation, and shoring plans should be reviewed by the Geotechnical Engineer (a representative of Geocon West, Inc.), prior to finalization to verify that the plans have been prepared in substantial conformance with the recommendations of this report and to provide additional analyses or recommendations.

LIMITATIONS AND UNIFORMITY OF CONDITIONS

1. The recommendations of this report pertain only to the site investigated and are based upon the assumption that the soil conditions do not deviate from those disclosed in the investigation. If any variations or undesirable conditions are encountered during construction, or if the proposed construction will differ from that anticipated herein, Geocon West, Inc. should be notified so that supplemental recommendations can be given. The evaluation or identification of the potential presence of hazardous or corrosive materials was not part of the scope of services provided by Geocon West, Inc.

2. This report is issued with the understanding that it is the responsibility of the owner, or of his representative, to ensure that the information and recommendations contained herein are brought to the attention of the architect and engineer for the project and incorporated into the plans, and the necessary steps are taken to see that the contractor and subcontractors carry out such recommendations in the field.

3. The findings of this report are valid as of the date of this report. However, changes in the conditions of a property can occur with the passage of time, whether they are due to natural processes or the works of man on this or adjacent properties. In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and should not be relied upon after a period of three years.

4. The firm that performed the geotechnical investigation for the project should be retained to provide testing and observation services during construction to provide continuity of geotechnical interpretation and to check that the recommendations presented for geotechnical aspects of site development are incorporated during site grading, construction of improvements, and excavation of foundations. If another geotechnical firm is selected to perform the testing and observation services during construction operations, that firm should prepare a letter indicating their intent to assume the responsibilities of project geotechnical engineer of record. A copy of the letter should be provided to the regulatory agency for their records. In addition, that firm should provide revised recommendations concerning the geotechnical aspects of the proposed development, or a written acknowledgement of their concurrence with the recommendations presented in our report. They should also perform additional analyses deemed necessary to assume the role of Geotechnical Engineer of Record.

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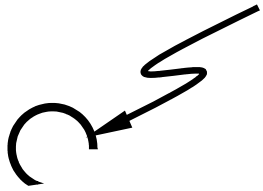

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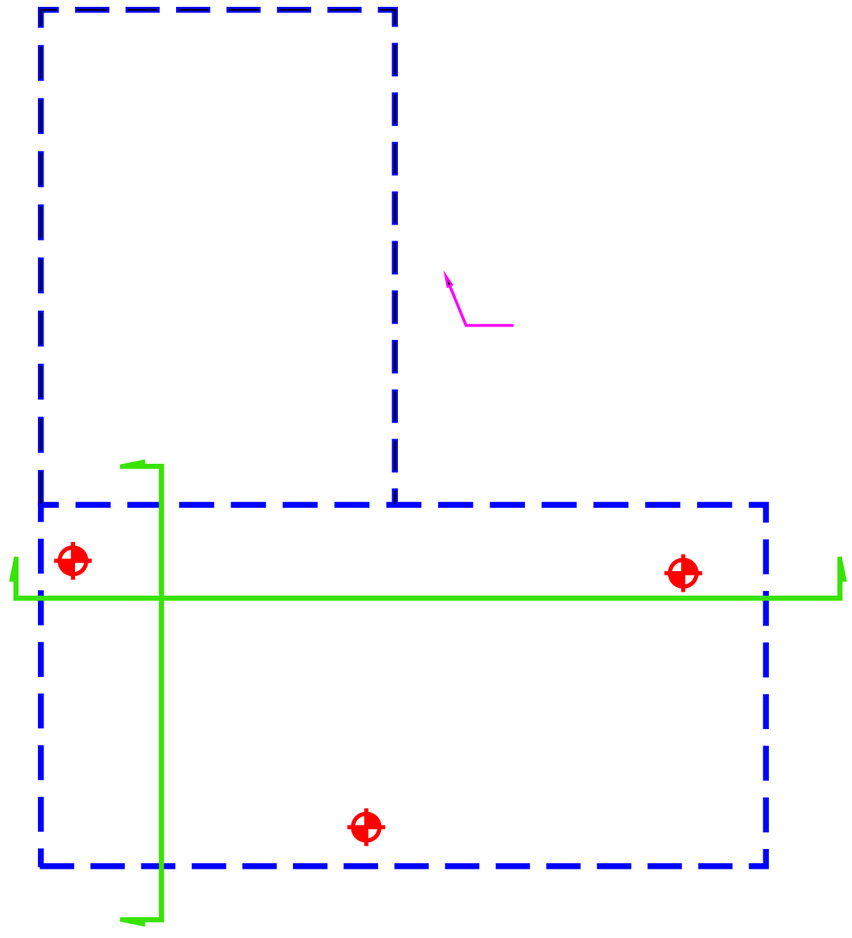

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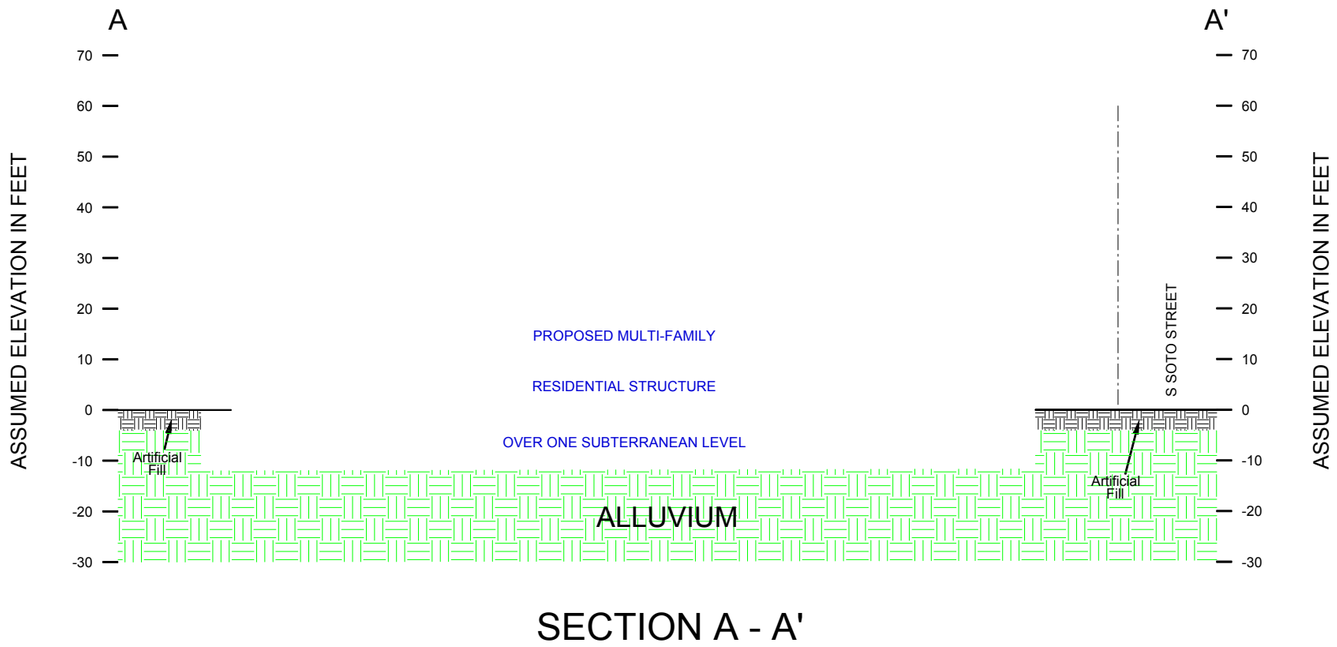
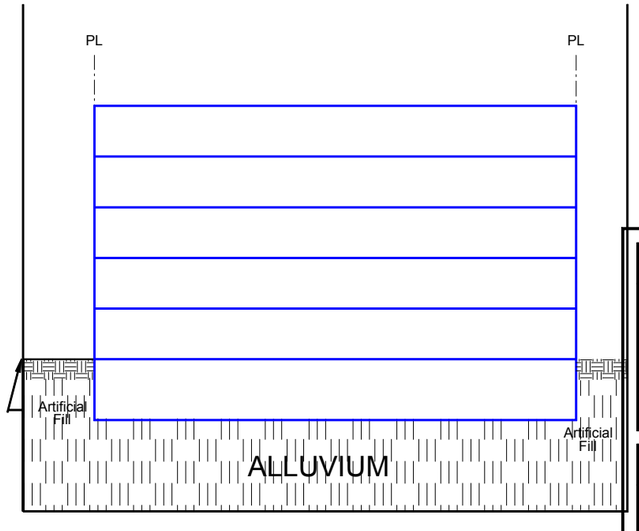
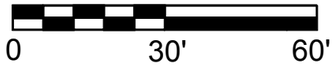


SECTION A - A'

B

B'





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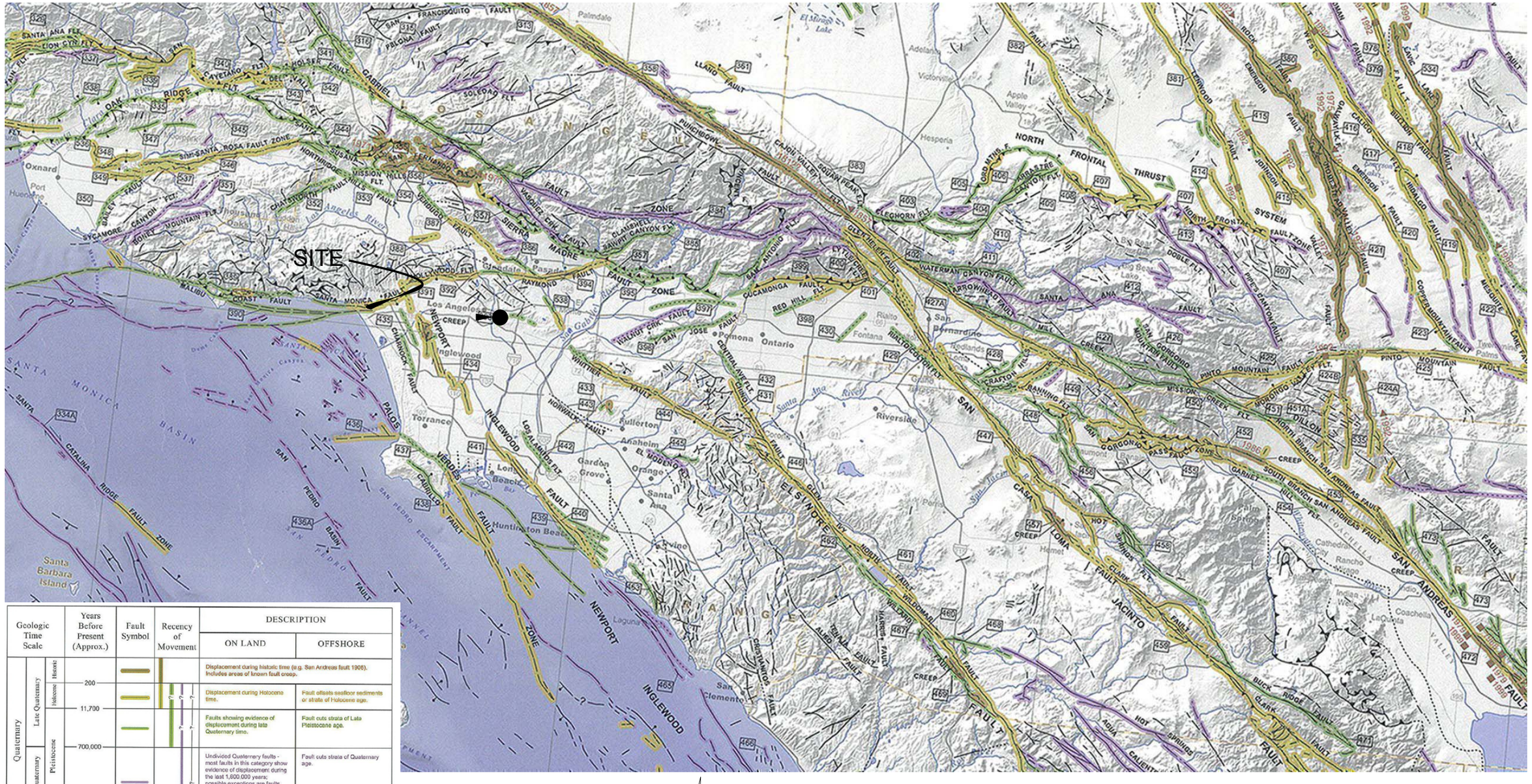
DRAFTED BY: PZ | CHECKED BY: HHD

CROSS SECTIONS

EAST LOS ANGELES COMMUNITY CORPORATION
119 AND 121 SOUTH SOTO STREET
AND 2316-2324 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

APRIL 2018 | PROJECT NO. A9622-06-01 | FIG. 2B

Reference: Jennings, C.W. and Bryant, W. A., 2010, Fault Activity Map of California, California Geological Survey Geologic Data Map No. 6.


SITE
LOS ANGELES BASIN
SAN GABRIEL MOUNTAINS
SAN BERNARDINO MOUNTAINS
SANTA MONICA MOUNTAINS
PERRIS BLOCK
SANTA MONICA BASIN
SAN PEDRO BASIN
SAN PEDRO ESCARPMENT
SANTA CATALINA ISLAND
SANTA BARBARA ISLAND
SAN CLEMENTE ISLAND
SANTA MONICA FAULT
HOLLYWOOD FAULT
RAYMOND FAULT
SIERRA MADRE FAULT ZONE
CUCAMONGA FAULT ZONE
SAN JACINTO FAULT ZONE
ELSINORE FAULT ZONE
NEWPORT INGLEWOOD FAULT ZONE
SAN ANDREAS FAULT
NORTH FRONTAL FAULT SYSTEM
CLARK FAULT
JACINTO FAULT
NEWPORT INGLEWOOD FAULT
PALOS VERDES FAULT
CATALINA FAULT
SAN PEDRO FAULT
SANTA MONICA FAULT ZONE
MALIBU COAST FAULT
SANTA ANA FAULT
CHINO FAULT
WHITTIER FAULT
ELSINORE FAULT
SAN JACINTO FAULT
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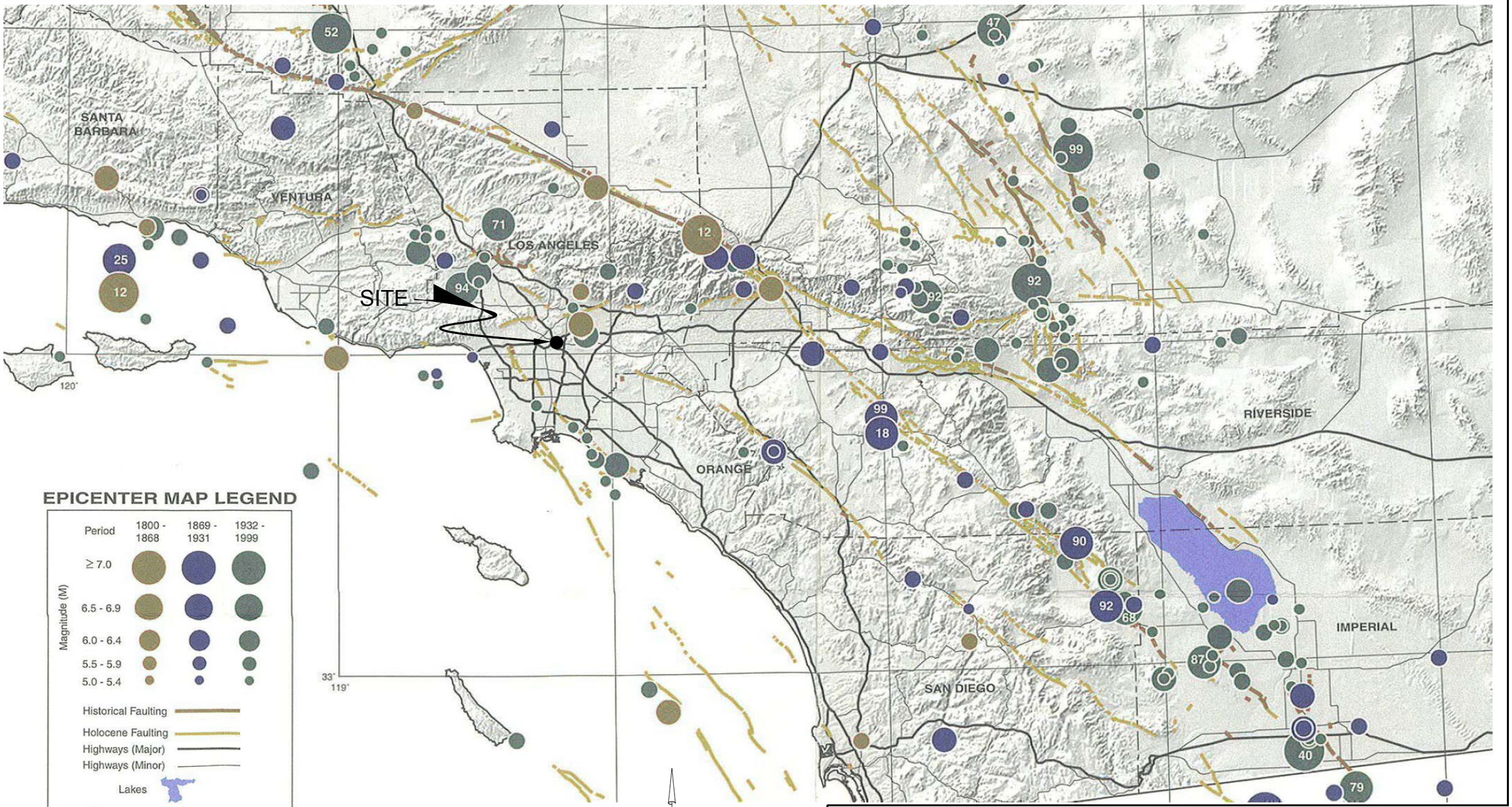
NORTH FRONTAL FAULT SYSTEM
SAN GABRIEL FAULT
SAN FERNANDO FAULT
SAN GABRIEL



EPICENTER MAP LEGEND

Period	1800 - 1868	1869 - 1931	1932 - 1999
Magnitude (M) ≥ 7.0			
6.5 - 6.9			
6.0 - 6.4			
5.5 - 5.9			
5.0 - 5.4			

Historical Faulting
Holocene Faulting
Highways (Major)
Highways (Minor)
Lakes
65 Last two digits of M ≥ 6.5 earthquake year

Reference: Toppozada, T., Branum, D., Petersen, M., Hallstrom, C., Cramer, C., and Reichle, M., 2000, Epicenters and Areas Damaged by M≥5 California Earthquakes, 1800 - 1999, California Geological Survey, Map Sheet 49.

Miles

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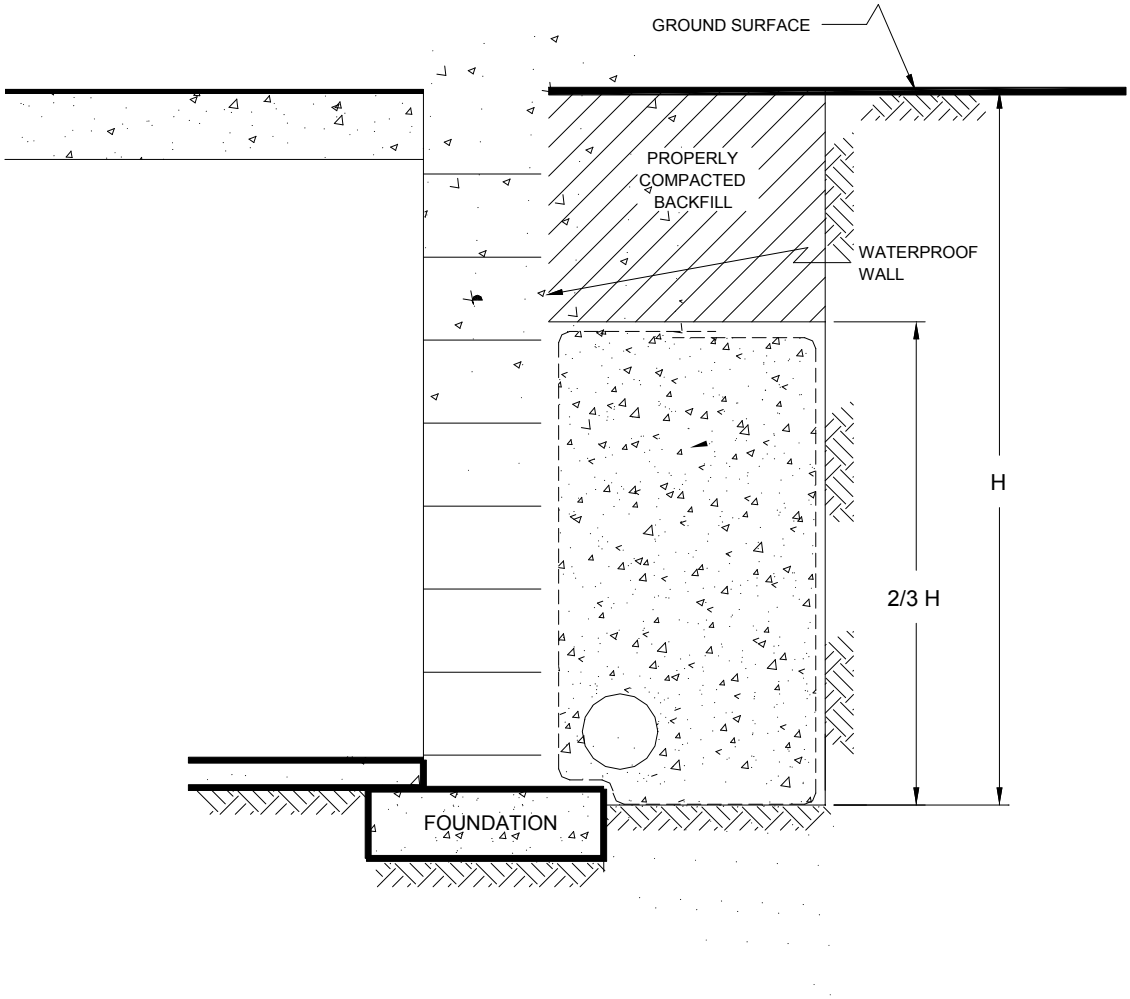
REGIONAL SEISMICITY MAP

EAST LOS ANGELES COMMUNITY CORPORATION
119 & 121 SOUTH SOTO STREET
AND 2316 - 2324 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

APRIL 2018 | PROJECT NO. A9622-06-01 | FIG. 4



NO SCALE

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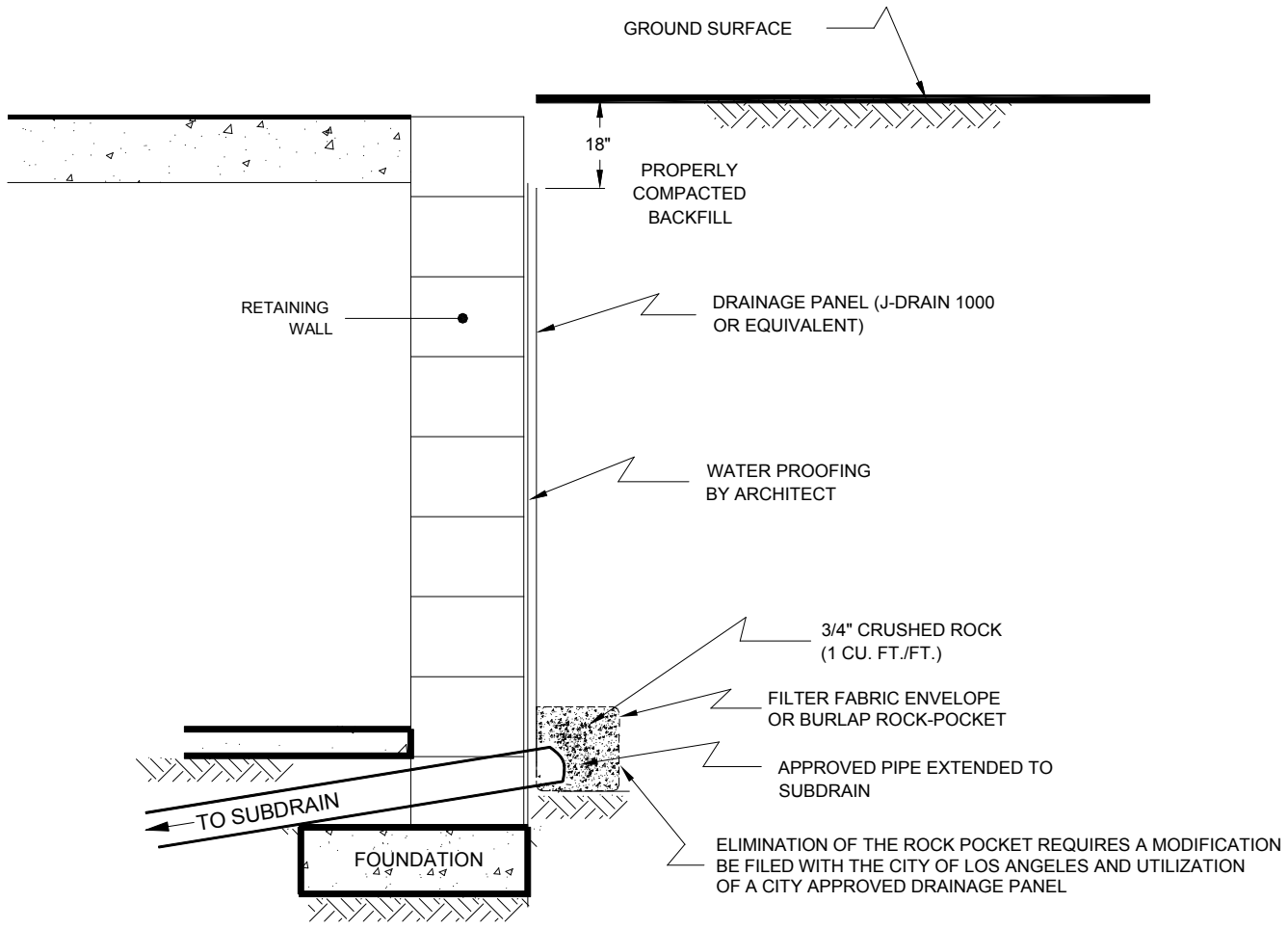
RETAINING WALL DRAIN DETAIL

EAST LOS ANGELES COMMUNITY CORPORATION
119 & 121 SOUTH SOTO STREET
AND 2316 - 2324 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

APRIL 2018	PROJECT NO. A9622-06-01	FIG. 5



NO SCALE

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RETAINING WALL DRAIN DETAIL

EAST LOS ANGELES COMMUNITY CORPORATION
119 & 121 SOUTH SOTO STREET
AND 2316 - 2324 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

APRIL 2018	PROJECT NO. A9622-06-01	FIG. 6

BORING PERCOLATION TEST FIELD LOG

Date:	9/18/2017		**Boring/Test Number:**	Boring 2 / Test 1	
Project Number:	A9622-06-01		**Diameter of Boring:**	8	inches
Project Location:	ELACC - 1st & Soto		**Diameter of Casing:**	2	inches
Earth Description:	ML / SM		**Depth of Boring:**	40.5	feet
Tested By:	Rex Panoy		**Depth to Invert of BMP:**	25	feet
Liquid Description:	Clear Clean Tap Water		**Depth to Water Table:**	80	feet
Measurement Method:	Sounder		**Depth to Initial Water Depth (d_1):**	300	inches
Start Time for Pre-Soak:	8:30 AM		**Water Remaining in Boring (Y/N):**	Yes	
Start Time for Standard:	9:30 AM		**Standard Time Interval Between Readings:**	30 min	

Reading Number	Time Start (hh:mm)	Time End (hh:mm)	Elapsed Time Δtime (min)	Water Drop During Standard Time Interval, Δd (in)	Soil Description Notes Comments
1	10:30 AM	11:00 AM	30	42.1	
2	11:00 AM	11:30 AM	30	37.4	
3	11:30 AM	12:00 PM	30	32.9	
4	12:00 PM	12:30 PM	30	27.0	
5	12:30 PM	1:00 PM	30	23.2	
6	1:00 PM	1:30 PM	30	21.7	Stabilized Readings
7	1:30 PM	2:00 PM	30	21.0	Achieved with Readings
8	2:00 PM	2:30 PM	30	20.9	6, 7, and 8

MEASURED PERCOLATION RATE & DESIGN INFILTRATION RATE CALCULATIONS*

* Calculations Below Based on Stabilized Readings Only

Boring Radius, r: 4 inches

Test Section Height, h: 186.0 inches

$$Test\ Section\ Surface\ Area, A = 2\pi rh + \pi r^2$$

A = **4725** in^2

$$Discharged\ Water\ Volume, V = \pi r^2 \Delta d$$

$$Percolation\ Rate = \left(\frac{V/A}{\Delta T}\right)$$

Reading 6	V =	**1092**	in^3	Percolation Rate =	**0.46**	inches/hour
Reading 7	V =	**1056**	in^3	Percolation Rate =	**0.45**	inches/hour
Reading 8	V =	**1050**	in^3	Percolation Rate =	**0.44**	inches/hour

Measured Percolation Rate = **0.45** inches/hour

Reduction Factors

Boring Percolation Test, RF_t = 2

Site Variability, RF_v = 1

Long Term Siltation, RF_s = 1

$$Total\ Reduction\ Factor, RF = RF_t + RF_v + RF_s$$

Total Reduction Factor = 4

Design Infiltration Rate

$$Design\ Infiltration\ Rate = Measured\ Percolation\ Rate\ /RF$$

Design Infiltration Rate = **0.11** inches/hour

FIGURE 7

APPENDIX A

APPENDIX A

FIELD INVESTIGATION

The site was explored on September 15, 2017, by excavating three 8-inch-diameter borings utilizing a truck-mounted hollow-stem auger drilling machine. The borings were excavated to depths of approximately 30½ and 40½ feet below the existing ground surface. Representative and relatively undisturbed samples were obtained by driving a 3-inch, O. D., California Modified Sampler into the "undisturbed" soil mass with blows from a 140-pound hammer falling 30 inches. The California Modified Sampler was equipped with 1-inch high by 2 3/8-inch diameter brass sampler rings to facilitate soil removal and testing. Bulk samples were also obtained.

The soil conditions encountered in the borings were visually examined, classified and logged in general accordance with the Unified Soil Classification System (USCS). The logs of the borings are presented on Figures A1 through A3. The log depicts the soil and geologic conditions encountered and the depth at which samples were obtained. The logs also include our interpretation of the conditions between sampling intervals. Therefore, the logs contain both observed and interpreted data. We determined the lines designating the interface between soil materials on the logs using visual observations, penetration rates, excavation characteristics and other factors. The transition between materials may be abrupt or gradual. Where applicable, the boring logs were revised based on subsequent laboratory testing. The location of the borings are shown on Figure 2A.

PROJECT NO. A9622-06-01

BORING 1

ELEV. (MSL.) -- DATE COMPLETED **9/15/17**

EQUIPMENT **HOLLOW STEM AUGER** BY: **RP**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT*)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					**GRAVEL**			
					ARTIFICIAL FILL			
2					Sandy Silt, firm, slightly moist, brown, fine-grained, some gravel.			
					ALLUVIUM			
					Sandy Silt, firm, slightly moist, reddish brown, fine-grained, trace coarse-grained, some clay.			
4	B1@4'				- hard, heavy oxidation mottling, increase in clay content	72	122.0	14.9
6								
					- some medium-grained, trace fine gravel, decrease in oxidation and clay content			
8	B1@8'					50 (5")	125.7	11.8
10	B1@10-15'			ML				
12	B1@12'					59	118.9	13.8
14					- trace carbon deposits, decrease in oxidation			
	B1@15'					50 (5")	122.1	15.5
16								
					- brown to olive brown			
18	B1@18'					69	119.6	15.3
20					Silty Sand, dense, slightly moist, olive brown with brown mottles, fine-grained, slightly oxidized, trace carbon deposits.			
	B1@21'					57	117.2	8.8
22				SM				
24					Sand with Silt, poorly graded, dense, slightly moist, olive brown, fine-grained, trace clay.			
	B1@25'					60	110.8	21.5
26				SP-SM				
28					- slight decrease in silt content			

A9622-06-01 BORING LOGS.GPJ

Figure A1,
Log of Boring 1, Page 1 of 2

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ◧ ... STANDARD PENETRATION TEST
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ⊠ ... DISTURBED OR BAG SAMPLE
- ◪ ... CHUNK SAMPLE
- ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. A9622-06-01

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	**BORING 1** ELEV. (MSL.) -- DATE COMPLETED **9/15/17** EQUIPMENT **HOLLOW STEM AUGER** BY: **RP**	PENETRATION RESISTANCE (BLOWS/FT*)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					MATERIAL DESCRIPTION			
30	B1@30'					80	102.9	7.3
					Total depth of boring: 30.5 feet Fill to 2 feet. No groundwater encountered. Backfilled with soil cuttings and tamped. *Penetration resistance for 140-pound hammer falling 30 inches by auto-hammer.			

Figure A1,
Log of Boring 1, Page 2 of 2

A9622-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ◧ ... STANDARD PENETRATION TEST
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ⊠ ... DISTURBED OR BAG SAMPLE
- ◥ ... CHUNK SAMPLE
- ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

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PROJECT NO. A9622-06-01

BORING 2

ELEV. (MSL.) -- DATE COMPLETED **9/15/17**

EQUIPMENT **HOLLOW STEM AUGER** BY: **RP**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT*)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					**GRAVEL**			
2					**ARTIFICIAL FILL** Sandy Silt, firm, slightly moist, dark reddish brown, fine-grained, some fine gravel.			
4					**ALLUVIUM** Sandy Silt, hard, slightly moist, reddish brown with brown mottles, fine-grained, some coarse-grained, some clay.			
6	B2@5'				- heavily oxidized	60	116.4	17.3
8								
10	B2@10'			ML	- decrease in oxidation	45	122.9	13.0
12								
14					- brown to olive brown, decrease in clay content and oxidation			
16	B2@15'					59	114.6	19.0
18								
20	B2@20'			CL	Clay, stiff, slightly moist, olive brown, trace caliche, trace carbon deposits, slightly porous.	33	94.6	31.4
22								
24					Sandy Silt, stiff, slightly moist, olive brown, fine-grained, some clay, trace carbon deposits.			
26	B2@25'			ML		30	91.1	33.4
28								
					Silt with Sand, hard, slightly moist, olive brown, fine-grained, trace oxidation			

A9622-06-01 BORING LOGS.GPJ

Figure A2,
Log of Boring 2, Page 1 of 2

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ◧ ... STANDARD PENETRATION TEST
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ⊠ ... DISTURBED OR BAG SAMPLE
- ◪ ... CHUNK SAMPLE
- ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

GEOCON

PROJECT NO. A9622-06-01

BORING 2

ELEV. (MSL.) -- DATE COMPLETED **9/15/17**

EQUIPMENT **HOLLOW STEM AUGER** BY: **RP**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT*)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
30	B2@30'			ML	staining.	44	98.3	20.7
32								
34				SM	Silty Sand, dense, slightly moist, brown to yellowish brown, fine- to medium-grained.			
36	B2@35'				- fine-grained	55	117.9	14.1
38								
40	B2@40'			SP	Sand, poorly graded, dense, slightly moist, light brown, fine- to medium-grained.	80	113.5	14.3

Total depth of boring: 40.5 feet
Fill to 3 feet.
No groundwater encountered.
Percolation testing performed on 9/17/17.
Backfilled with soil cuttings and tamped.

*Penetration resistance for 140-pound hammer falling 30 inches by auto-hammer.

A9622-06-01 BORING LOGS.GPJ

Figure A2,
Log of Boring 2, Page 2 of 2

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ◧ ... STANDARD PENETRATION TEST
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ⊠ ... DISTURBED OR BAG SAMPLE
- ◪ ... CHUNK SAMPLE
- ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

GEOCON

PROJECT NO. A9622-06-01

BORING 3

ELEV. (MSL.) -- DATE COMPLETED **9/15/17**

EQUIPMENT **HOLLOW STEM AUGER** BY: **RP**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT*)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0	B3@0-5'				**GRAVEL** **ARTIFICIAL FILL** Sandy Silt, firm, slightly moist, brown, fine- to medium-grained, some fine gravel.			
2								
4	B3@4'				Silty Sand, medium dense, slightly moist, olive brown, fine-grained, trace coarse-grained, trace fine gravel.	25	116.9	8.5
6	B3@6'				**ALLUVIUM** Sandy Silt, stiff, slightly moist, reddish brown, fine-grained, trace coarse-grained, some clay, some oxidation mottling.	42	108.9	14.2
8								
10	B3@9'			ML	- hard, yellowish brown, fine-grained, trace clay, decrease in oxidation mottling	50 (4")	122.5	14.6
12	B3@12'				- brown to reddish brown, some staining	46	109.5	18.8
14								
16	B3@15'			SP	Sand, poorly graded, medium dense, slightly moist, pale yellowish brown, fine- to medium-grained, trace interbeds of well-graded sand.	45	112.8	2.4
18								
20	B3@20'				Sand with Silt, poorly graded, medium dense, slightly moist, olive brown to brown, fine-grained, trace coarse-grained, trace carbon deposits and caliche.	52	114.2	11.1
22								
24				SP-SM	- olive brown, some oxidation mottling			
26	B3@25'				- decrease in silt content	44	96.0	25.5
28								

A9622-06-01 BORING LOGS.GPJ

Figure A3,
Log of Boring 3, Page 1 of 2

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ◧ ... STANDARD PENETRATION TEST
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ⊠ ... DISTURBED OR BAG SAMPLE
- ◥ ... CHUNK SAMPLE
- ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. A9622-06-01

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	**BORING 3** ELEV. (MSL.) -- DATE COMPLETED **9/15/17** EQUIPMENT **HOLLOW STEM AUGER** BY: **RP**	PENETRATION RESISTANCE (BLOWS/FT*)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					MATERIAL DESCRIPTION			
30	B3@30'				- light olive brown	59	101.8	9.5
					Total depth of boring: 30.5 feet Fill to 4.5 feet. No groundwater encountered. Backfilled with soil cuttings and tamped. *Penetration resistance for 140-pound hammer falling 30 inches by auto-hammer.			

A9622-06-01 BORING LOGS.GPJ

Figure A3,
Log of Boring 3, Page 2 of 2

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ◧ ... STANDARD PENETRATION TEST
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ⊠ ... DISTURBED OR BAG SAMPLE
- ◥ ... CHUNK SAMPLE
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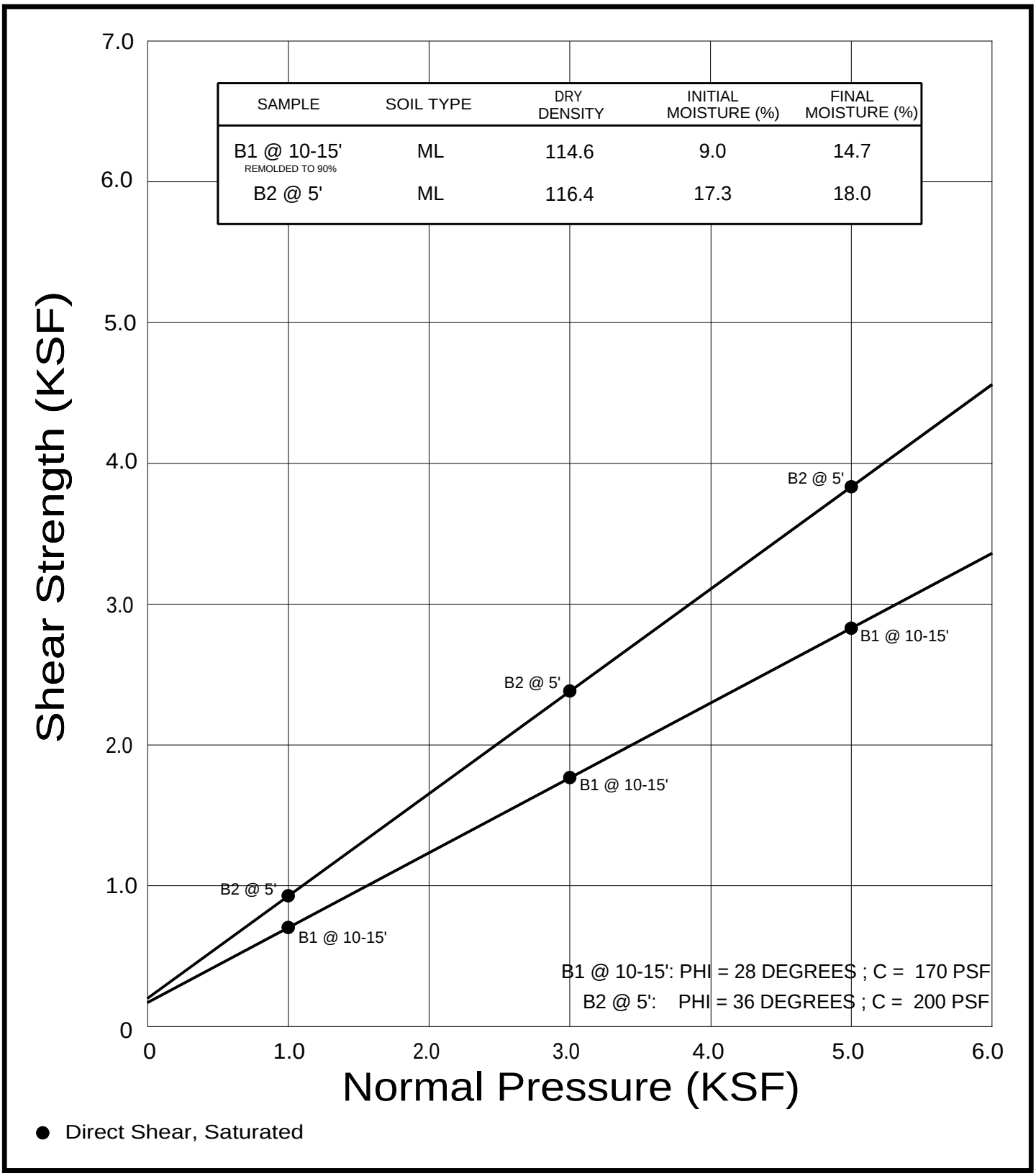
APPENDIX B

APPENDIX B

LABORATORY TESTING

Laboratory tests were performed in accordance with generally accepted test methods of the "American Society for Testing and Materials (ASTM)", or other suggested procedures. Selected samples were tested for direct shear strength, consolidation and expansion characteristics, corrosivity, in-place dry density and moisture content. The results of the laboratory tests are summarized in Figures B1 through B9. The in-place dry density and moisture content of the samples tested are presented on the boring logs, Appendix A.



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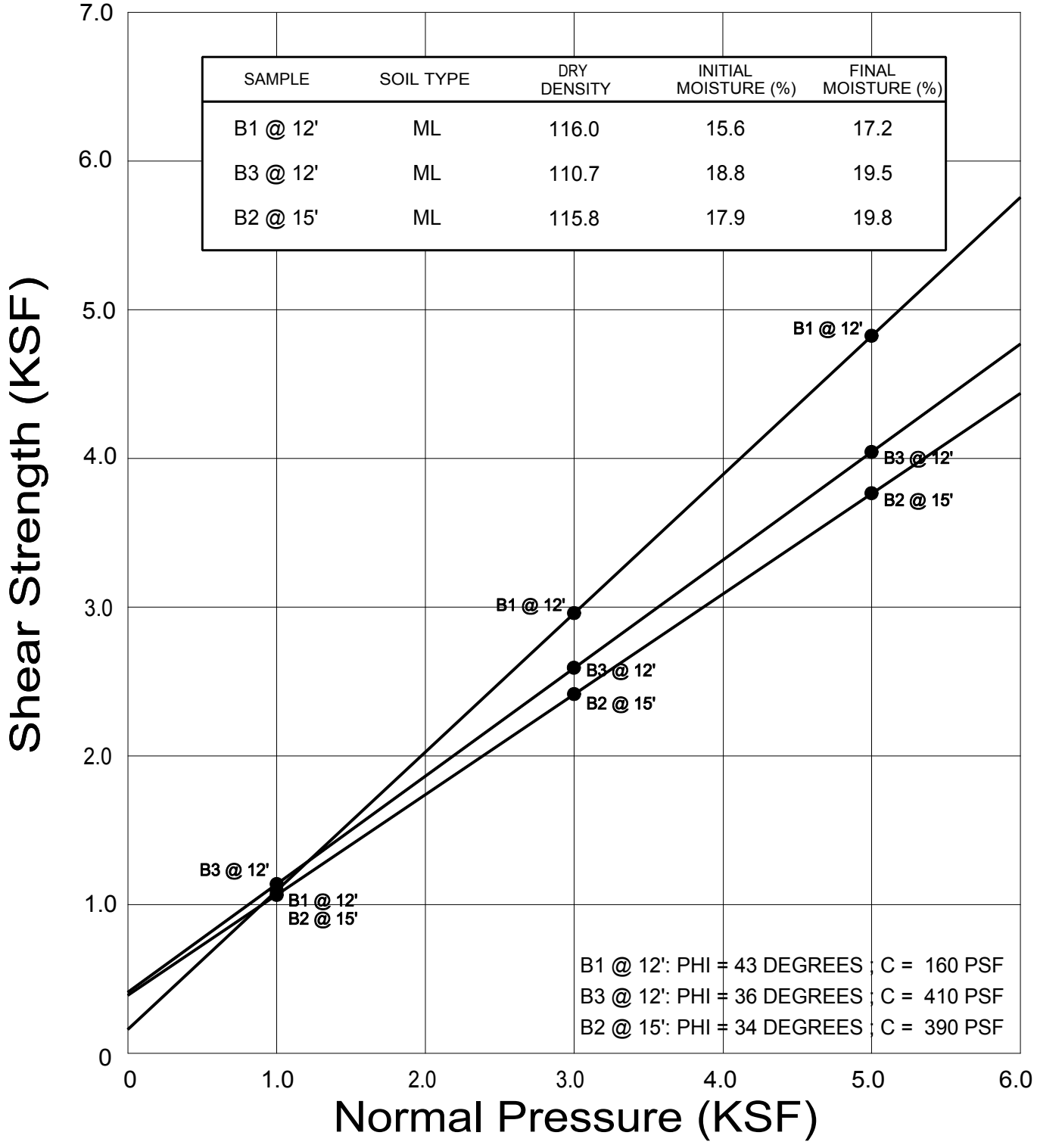
DIRECT SHEAR TEST RESULTS

EAST LOS ANGELES COMMUNITY CORPORATION
119 & 121 SOUTH SOTO STREET
AND 2316 - 2324 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

APRIL 2018	PROJECT NO. A9622-06-01	FIG. B1

SAMPLE	SOIL TYPE	DRY DENSITY	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B1 @ 12'	ML	116.0	15.6	17.2
B3 @ 12'	ML	110.7	18.8	19.5
B2 @ 15'	ML	115.8	17.9	19.8



● Direct Shear, Saturated

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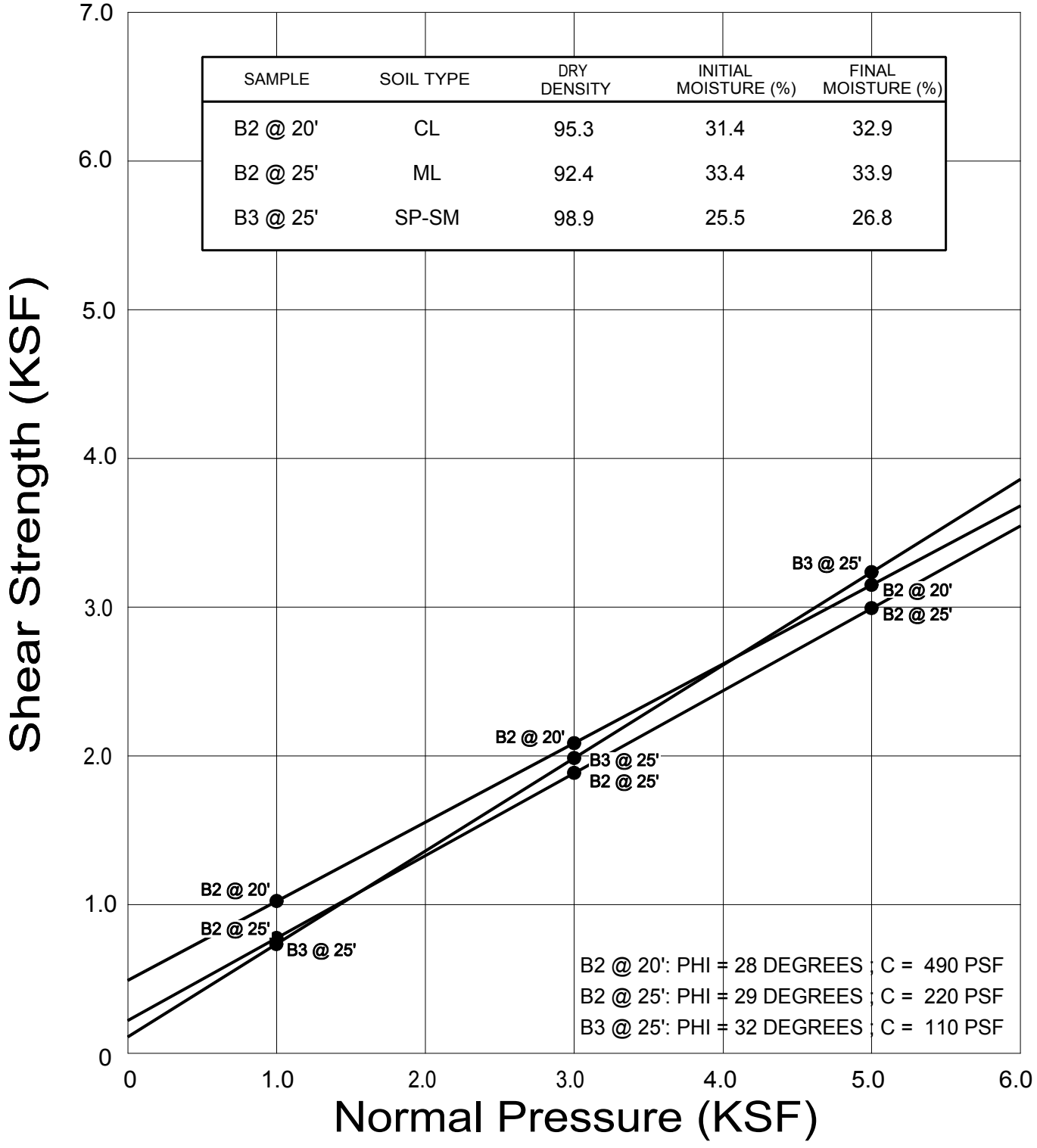
DIRECT SHEAR TEST RESULTS

EAST LOS ANGELES COMMUNITY CORPORATION
119 & 121 SOUTH SOTO STREET
AND 2316 - 2324 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

APRIL 2018 | PROJECT NO. A9622-06-01 | FIG. B2

SAMPLE	SOIL TYPE	DRY DENSITY	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B2 @ 20'	CL	95.3	31.4	32.9
B2 @ 25'	ML	92.4	33.4	33.9
B3 @ 25'	SP-SM	98.9	25.5	26.8



● Direct Shear, Saturated

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DIRECT SHEAR TEST RESULTS

EAST LOS ANGELES COMMUNITY CORPORATION
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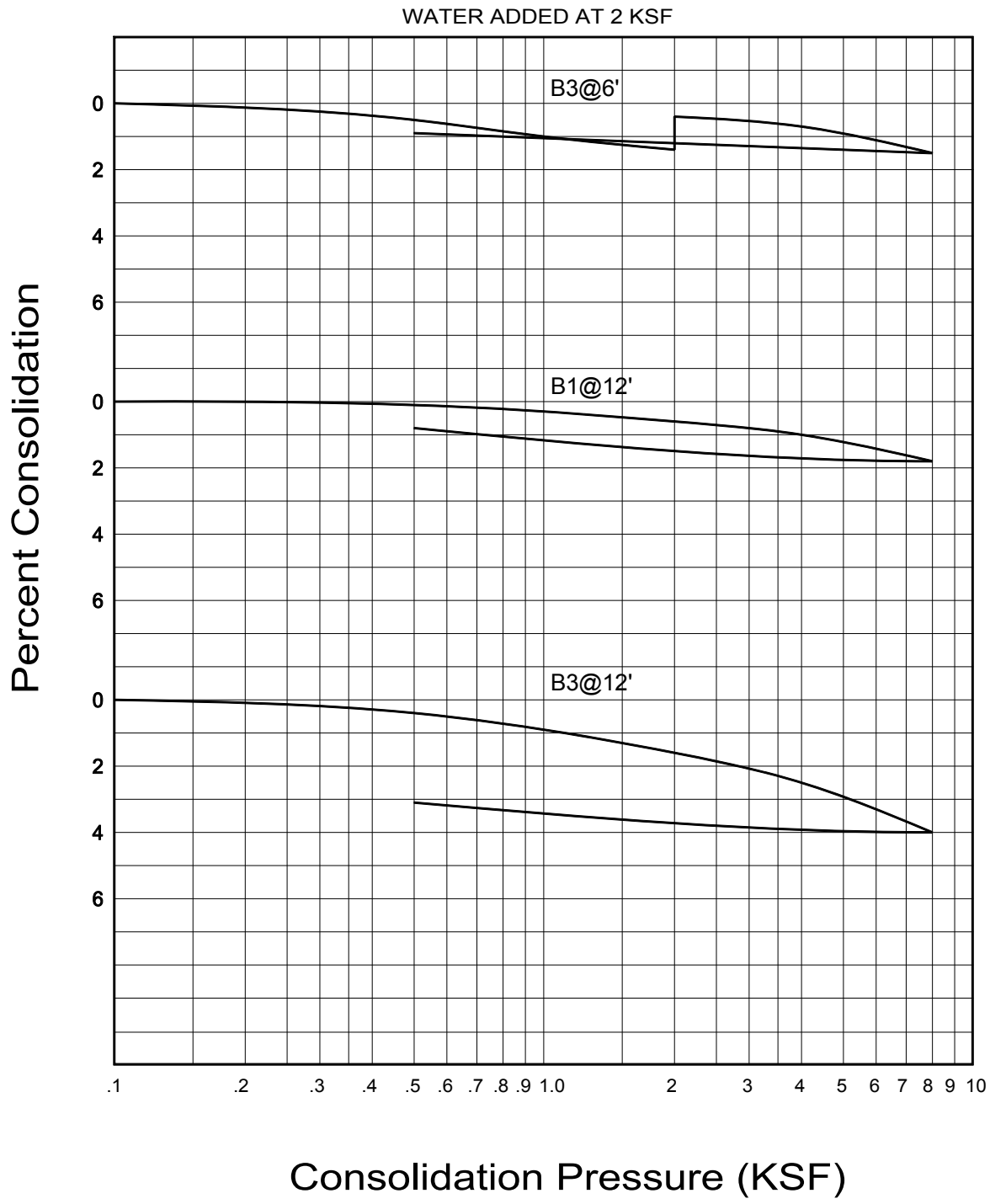
AND 2316 - 2324 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

APRIL 2018 | PROJECT NO. A9622-06-01 | FIG. B3



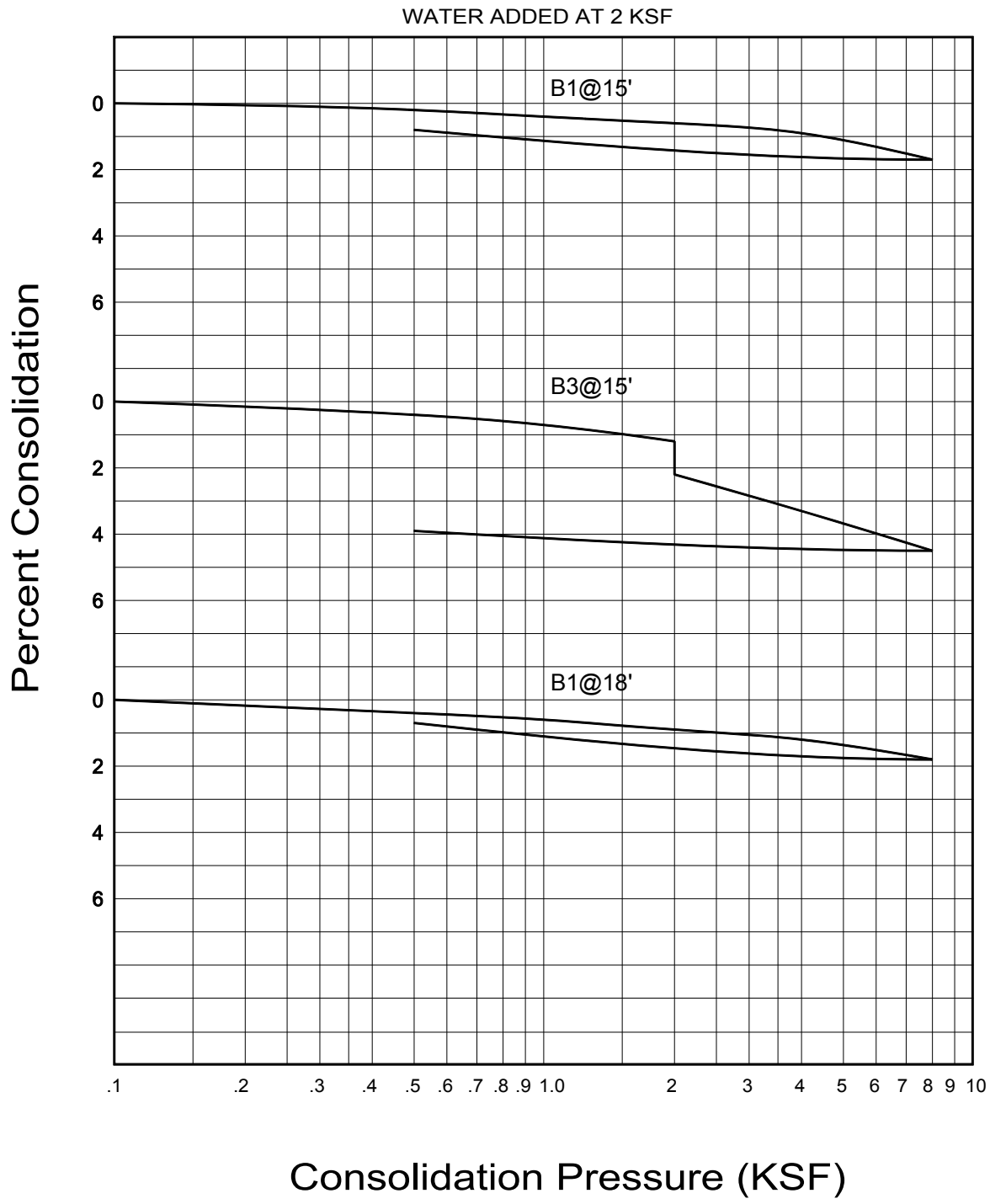
ENVIRONMENTAL GEOTECHNICAL MATERIALS
3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
PHONE (818) 841-8388 - FAX (818) 841-1704

DRAFTED BY: PZ	CHECKED BY: HHD

CONSOLIDATION TEST RESULTS

EAST LOS ANGELES COMMUNITY CORPORATION
119 & 121 SOUTH SOTO STREET
AND 2316 - 2324 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

APRIL 2018	PROJECT NO. A9622-06-01	FIG. B4



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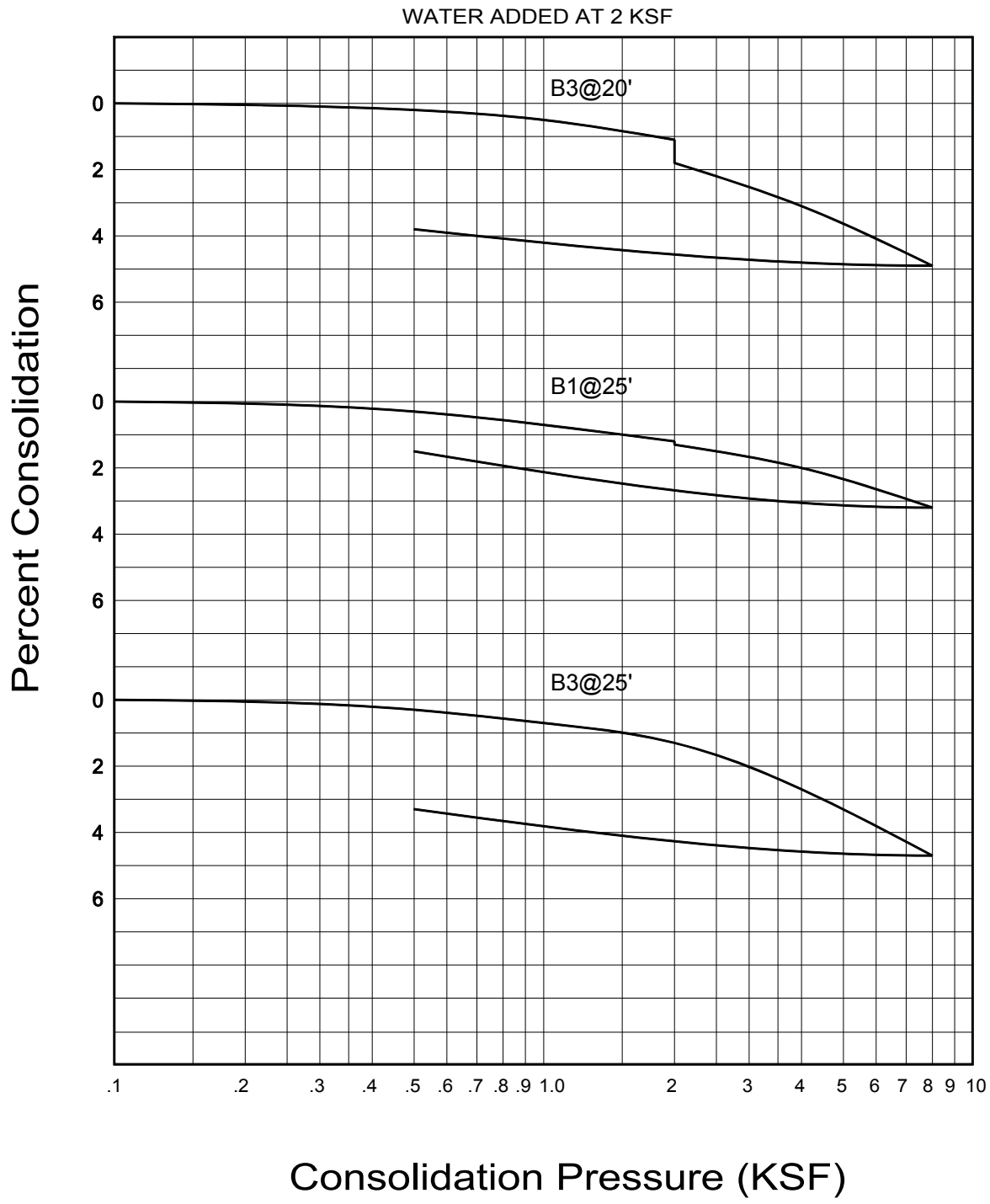
PHONE (818) 841-8388 - FAX (818) 841-1704

DRAFTED BY: PZ	CHECKED BY: HHD

CONSOLIDATION TEST RESULTS

EAST LOS ANGELES COMMUNITY CORPORATION
119 & 121 SOUTH SOTO STREET
AND 2316 - 2324 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

APRIL 2018	PROJECT NO. A9622-06-01	FIG. B5



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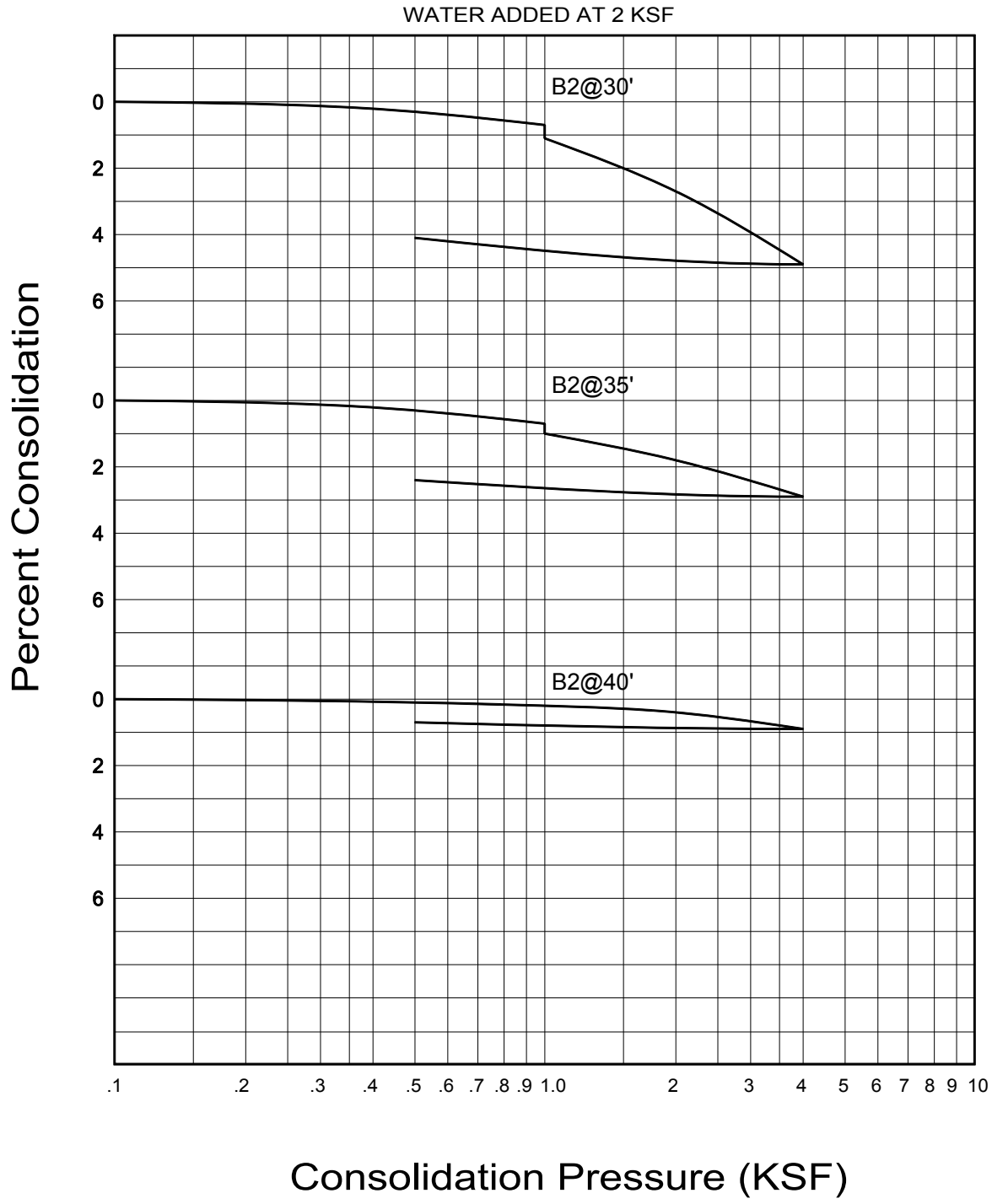
DRAFTED BY: PZ	CHECKED BY: HHD

CONSOLIDATION TEST RESULTS

EAST LOS ANGELES COMMUNITY CORPORATION
119 & 121 SOUTH SOTO STREET
AND 2316 - 2324 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

APRIL 2018	PROJECT NO. A9622-06-01	FIG. B6



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CONSOLIDATION TEST RESULTS

EAST LOS ANGELES COMMUNITY CORPORATION
119 & 121 SOUTH SOTO STREET
AND 2316 - 2324 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

APRIL 2018	PROJECT NO. A9622-06-01	FIG. B7

SUMMARY OF LABORATORY EXPANSION INDEX TEST RESULTS
ASTM D 4829-11

Sample No.	Moisture Content (%)		Dry Density (pcf)	Expansion Index	*UBC Classification	**CBC Classification
	Before	After				
B1 @ 10-15'	9.6	19.7	109.7	47	Low	Expansive

* Reference: 1997 Uniform Building Code, Table 18-I-B.

** Reference: 2016 California Building Code, Section 1803.5.3

SUMMARY OF LABORATORY MAXIMUM DENSITY AND AND OPTIMUM MOISTURE CONTENT TEST RESULTS
ASTM D 1557-12

Sample No.	Soil Description	Maximum Dry Density (pcf)	Optimum Moisture (%)
B1 @ 10-15'	Dark Grey Silty Sand	125.0	11.0

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LABORATORY TEST RESULTS

EAST LOS ANGELES COMMUNITY CORPORATION
119 & 121 SOUTH SOTO STREET
AND 2316 - 2324 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

APRIL 2018 | PROJECT NO. A9622-06-01 | FIG. B8

SUMMARY OF LABORATORY POTENTIAL OF HYDROGEN (pH) AND RESISTIVITY TEST RESULTS CALIFORNIA TEST NO. 643

Sample No.	pH	Resistivity (ohm centimeters)
B3 @ 0-5'	8.05	1800 (Corrosive)
B1 @ 10-15'	7.80	1900 (Corrosive)

SUMMARY OF LABORATORY CHLORIDE CONTENT TEST RESULTS EPA NO. 325.3

Sample No.	Chloride Ion Content (%)
B3 @ 0-5'	0.003
B1 @ 10-15'	0.010

SUMMARY OF LABORATORY WATER SOLUBLE SULFATE TEST RESULTS CALIFORNIA TEST NO. 417

Sample No.	Water Soluble Sulfate (% SO_4)	Sulfate Exposure*
B3 @ 0-5'	0.017	Negligible
B1 @ 10-15'	0.006	Negligible

* Reference: 2016 California Building Code, Section 1904.3 and ACI 318-11 Section 4.3.

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DRAFTED BY: PZ | CHECKED BY: HHD

CORROSIVITY TEST RESULTS

EAST LOS ANGELES COMMUNITY CORPORATION
119 & 121 SOUTH SOTO STREET
AND 2316 - 2324 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

APRIL 2018 | PROJECT NO. A9622-06-01 | FIG. B9

Appendix F

Soils Report Approval Letter

BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

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DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

FRANK M. BUSH
GENERAL MANAGER
SUPERINTENDENT OF BUILDING

OSAMA YOUNAN, P.E.
EXECUTIVE OFFICER

SOILS REPORT APPROVAL LETTER

October 15, 2018

LOG # 105284
SOILS/GEOLOGY FILE - 2

East Los Angeles Community Corporation
2917 East 1st Street, Suite 101
Los Angeles, CA 90033

TRACT:	Stevenson's Sub. of a Part Lot 6 Block 60 Hancock Survey (M R 5-568)
BLOCK:	2
LOTS:	12 (Arb 1 & 2) & 13 (Arb 1 & 2) // 8 & 9
LOCATION:	119 & 121 S. Soto Street // 2316 & 2324 E. 1st Street

CURRENT REFERENCE REPORT/LETTER(S)	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Soils Report	A9622-06-01	04/16/2018	Geocon West, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provides recommendations for the proposed 66-unit, 5-story mixed-use structure over 1-level of subterranean parking, as shown on the Site Plan (FIG. 2A) and Cross Sections (FIG. 2B) in the 04/16/2018 report. According to the consultants, the structure is to be constructed on the southern portion of the property while the northern portion will comprised of open space, with no structures.

Three borings were excavated to depths between 30.5 and 40.5 feet. The earth materials at the subsurface exploration locations consist of up to 4.5 feet of uncertified fill underlain by alluvium. Per the consultants, groundwater was not encountered to the maximum depths explored and historically highest groundwater is about 80 to 90 feet below the ground surface. The site is relatively level.

The consultants recommend to support the proposed structure on conventional foundations bearing in native undisturbed competent alluvium soil found at and below a depth of 10 feet. The consultants recommend to support the proposed small outlying structures, such as block walls up to 6 feet in height and planter walls or trash enclosures not tied to the proposed structure, on conventional foundations bearing in native undisturbed alluvial soils and/or properly placed fill.

The referenced report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2017 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program for any proposed removal of support and/or retaining of slopes adjoining to public way (3307.3.2).

   201 N. Figueroa Street 3rd Floor, LA (213) 482-7045

2. Approval shall be obtained from the Metropolitan Transportation Authority (MTA) for the proposed development and potential surcharges on the existing MTA structures and tunnels.

3. In the event tie-back anchors are utilized for shoring purposes, then provide a notarized letter from all adjoining property owners allowing tie-back anchors on their property (7006.6).

4. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils engineer has reviewed the plans prepared by the design engineer; and, that the plans included the recommendations contained in their reports (7006.1).

5. All recommendations of the report that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

6. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.

7. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).

8. Prior to the issuance of any permit, an accurate volume determination shall be made and included in the final plans, with regard to the amount of earth material to be exported from the site. For grading involving import or export of more than 1000 cubic yards of earth materials within the grading hillside area, approval is required by the Board of Building and Safety. Application for approval of the haul route must be filed with the Board of Building and Safety Commission Office. Processing time for application is approximately 8 weeks to hearing plus 10-day appeal period.

9. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.

10. If import soils are used, no footings shall be poured until the soils engineer has submitted a compaction report containing in-place shear test data and settlement data to the Grading Division of the Department; and, obtained approval (7008.2).

11. Compacted fill shall extend beyond the footings a minimum distance equal to the depth of the fill below the bottom of footings or a minimum of three feet, whichever is greater, except at locations where lateral over excavation is not possible (i.e., foundations adjacent

to property lines or structures), in which case the foundations may be deepened to bear in native soils, as recommended (7011.3).

12. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).

13. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).

14. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).

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15. All loose foundation excavation material shall be removed prior to commencement of framing (7005.3).

16. Controlled Low Strength Material, CLSM (slurry), if proposed to be used shall satisfy the requirements specified in P/BC 2014-121.

17. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).

18. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring, as recommended. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)

19. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).

20. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).

21. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.

22. Unsurcharged temporary excavation may be cut vertical up to 5 feet. Excavations over 5 feet and up to a maximum height of 12 feet shall be trimmed back at a uniform gradient not exceeding 1:1, from top to bottom of excavation, as recommended on page 25 of the 04/16/2018 report.

23. Shoring shall be designed for the lateral earth pressures specified in the section titled "Shoring – Soldier Pile Design and Installation" starting on page 25 of the 04/16/2018 report; all surcharge loads shall be included into the design.

24. Shoring shall be designed for a maximum lateral deflection of 1 inch, provided there are no structures within a 1:1 plane projected up from the base of the excavation. Where a structure is within a 1:1 plane projected up from the base of the excavation, shoring shall be designed for a maximum lateral deflection of ½ inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.

25. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.

26. In the event shoring soldier beams/piles are installed using vibrating/driving equipment in the vicinity of existing structures, the following conditions shall be complied with:

    a. Ground vibrations shall be monitored during pile shoring installation adjacent to the pile driving operation.

    b. Peak particle velocities (PPV) for any single axis shall be limited to ½ inch/second.

    c. A settlement monitoring program shall be implemented until completion of pile installation.

    d. In the event any PPV is measured above the specified threshold (½ inch/second) or any settlement is measured/detected, pile driving shall be stopped and corrective actions shall be submitted to the Department for review before resuming pile driving.

27. In the event predrilling is needed for shoring pile installation:

    a. The diameter of the predrilled holes shall not exceed 75 percent of the depth of the web of the I-beam.

    b. The depth of the predrilled holes shall not exceed the planned excavation depth.

    c. The auger shall be backspun out of the pilot holes, leaving the soils in place.

28. All foundations for the proposed structure shall derive entire support from native undisturbed competent alluvium soil found at and below a depth of 10 feet, as recommended and approved by the soils engineer by inspection.

29. Footings for miscellaneous small outlying structures, such as block walls up to 6 feet in height and planter walls or trash enclosures, not to be tied-in to the proposed building, shall derive entire support from native undisturbed alluvial soils and/or properly placed fill soils, as recommended.

30. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing.

31. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2014-116 "Foundation Design for Expansive Soils" (1803.5.3). Note: Soils with an Expansion Index greater than 20 are considered to be expansive, in accordance with Section 1803.5.3 of the 2014 LABC.

32. Slabs-on-grade shall be at least 5 inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way, as recommended.

33. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane.

34. The seismic design shall be based on a Site Class D as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.

35. Retaining walls up to 10 feet in height with a level backfill shall be designed for the lateral earth pressures specified in the section titled "Retaining Wall Design" starting on page 21 of the 04/16/2018 report. All surcharge loads shall be included into the design.

36. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on page 23 of the 04/16/2018 report (1803.5.12).

    Note: Lateral earth pressure due to earthquake motions shall be in addition to static lateral earth pressures and other surcharge pressures. The height of a stacked retaining wall shall be considered as the summation of the heights of each wall.

37. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).

38. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).

39. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).

40. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).

41. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.

42. The structure shall be connected to the public sewer system per P/BC 2017-027.

43. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works (7013.10).

44. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.

45. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).

46. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008 & 1705.6).

47. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)

48. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; protection fences; and, dust and traffic control will be scheduled (108.9.1).

49. Installation of shoring shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).

50. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirement for Tie-back Earth Anchors", whichever is more restrictive. [Research Report #23835]

51. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).

GLEN RAAD
Geotechnical Engineer I

Log No. 105284
213-482-0480

cc: Geocon West, Inc., Project Consultant
LA District Office

Appendix G

Phase I Environmental Site Assessment

PHASE I ENVIRONMENTAL SITE ASSESSMENT



SOTO STREET AND

2316 AND 2322 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

PREPARED FOR:
EAST LOS ANGELES COMMUNITY CORPORATION
2917 EAST 1ST STREET, SUITE 100
LOS ANGELES, CALIFORNIA 90033

PREPARED BY:
GEOCON WEST, INC.
3303 N. SAN FERNANDO BOULEVARD
BURBANK, CA 91504-2531

GEOCON PROJECT NO. A9622-77-02

MAY 2018

GEOCON

Project No. A9622-77-02
May 11, 2018

Jacqueline Monterrosas
East Los Angeles Community Corporation
2917 East 1st Street Suite 101
Los Angeles, California 90033

Subject: PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT
119 AND 121 SOUTH SOTO STREET AND 2316 AND 2322 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

Dear Ms. Monterrosas:

In accordance with your request and our proposal A9622-77-02 dated May 31, 2017, we have performed a Phase I Environmental Site Assessment (ESA) of the property and improvements at 119 and 121 South Soto Street and 2316 and 2322 East 1st Street (the Site) in the City of Los Angeles, California. We performed the Phase I ESA for the East Los Angeles Community Corporation (the Client) to assess the potential for existing hazardous substances and/or petroleum product impacts at the Site prior to entering a lease agreement with for the development of low-income housing at the Site.

This report summarizes the findings of the Phase I ESA including the potential presence of recognized environmental conditions as defined by the American Society for Testing and Materials *Designation E 1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*.

We appreciate the opportunity to have performed this Phase I ESA for the East Los Angeles Community Corporation. Please contact us if you have any questions concerning this report or if we may be of further service.

Sincerely,

GEOCON WEST, INC.

Scott Brito
Staff Geologist

Mike Conkle, PG
Senior Geologist

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PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

1.0 INTRODUCTION

This report summarizes the methodology and presents the findings of a Phase I Environmental Site Assessment (ESA) of the property and improvements at 119 and 121 South Soto Street and the southern approximate 40-feet of 2316 and 2322 East 1st Street (the Site) in the City of Los Angeles, California. We performed the Phase I ESA for the East Los Angeles Community Corporation (the Client) to assess the potential for existing hazardous substances and/or petroleum product impacts at the Site prior to the Client entering a lease agreement with Metro for the development of low-income housing.

1.1 Purpose and Objectives

The purpose of the Phase I ESA was to identify evidence or indications of 'recognized environmental conditions' (REC) as defined by the American Society for Testing and Materials (ASTM) *Designation E 1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* Section 1.1.1 of ASTM *Designation E 1527-13* defines an REC 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. De minimis conditions are not recognized environmental conditions." De minimis conditions are those that generally do not present a threat to human health or the environment and that generally would not be the subject of the enforcement action if brought to the attention of appropriate governmental agencies.

ASTM *Designation E1527-13* also defines 'Historical' and 'Controlled' RECs (HREC and CREC, respectively). An 'Historical REC' is defined as "a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to "the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)." A 'Controlled REC' is defined as "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)." An HREC is not an REC if a property meets current standards for unrestricted residential use. A CREC remains an REC by definition when the property does not meet the unrestricted residential use requirement unconditionally.

We also conducted the Phase I ESA in general accordance with the requirements of 40 Code of Federal Regulations (CFR) Part 312 titled *Standards and Practices for All Appropriate Inquiries,* as required under Sections 101(35)(B)(ii) and (iii) of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). The purpose of conducting an all appropriate inquiries investigation into the previous ownership and uses of a property is to meet the provisions necessary for the landowner, contiguous property owner, and/or bona fide prospective purchaser to qualify for certain landowner liability protections under CERCLA.

The following principles are an integral part of ASTM *Designation E1527-13*:

- "***Uncertainty Not Eliminated*** - No environmental site assessment can wholly eliminate uncertainty regarding the potential for recognized environmental conditions in connection with a property. Performance of this practice is intended to reduce, but not eliminate, uncertainty regarding the potential for recognized environmental conditions in connection with a property, and this practice recognizes reasonable limits of time and cost."
- "***Not Exhaustive*** - All Appropriate Inquiries does not mean an exhaustive assessment of a property. There is a point at which the cost of information obtained or the time required to gather it outweighs the usefulness of the information and, in fact, may be a material detriment to the orderly completion of transactions. One of the purposes of this practice is to identify a balance between the competing goals of limiting the costs and time demands inherent in performing an environmental site assessment and the reduction of uncertainty about unknown conditions resulting from additional information."
- "***Level of Inquiry is Variable*** – Not every property will warrant the same level of assessment. Consistent with good commercial and customary practice, the appropriate level of environmental site assessment will be guided by the type of property subject to assessment, the expertise and risk tolerance of the user, and the information developed in the course of the inquiry."

1.2 Scope of Services

Our Proposal No. A9622-77-02 dated May 31, 2017 describes the scope of services for this Phase I ESA. We performed the scope of services outlined in the proposal.

The main components of the Phase I ESA and their objectives, as specified by the referenced standards, include the following:

- **Physical Setting**: We reviewed physical setting references to obtain information concerning the topographic, geologic, and hydrogeologic characteristics of the Site and vicinity. Such information may be indicative of the direction and/or extent that a contaminant could migrate in the event of a spill or release.
- **Records Review**: We reviewed publicly available Federal, State, and local regulatory agency records to obtain information that could potentially help identify RECs at or potentially affecting the Site.

- **Site History**: We reviewed historical references to assess the history of previous uses of the Site and surrounding area to identify those that could have led to RECs on or near the Site. Historical sources reviewed included Sanborn Fire Insurance Maps, aerial photographs, topographic maps, city directories, and previous site assessment reports. In addition, we conducted interviews with persons who were expected to be reasonably knowledgeable about historical and/or current conditions at and uses of the Site.
- **Site Reconnaissance**: We performed a site reconnaissance to observe site conditions and activities for indications of evidence of RECs. The site reconnaissance was for the Site only. Offsite properties and features were viewed solely from the vantage of the Site and public thoroughfares.

1.3 Report Limitations

We prepared this Phase I ESA report exclusively for the Client. The information obtained is only relevant for the dates of the records reviewed or as of the date of the latest site visit. Therefore, the information contained herein is only valid as of the date of the report and will require an update to reflect recent records/site visits.

The Client should recognize that this report is not a comprehensive site characterization and should not be construed as such. The findings and conclusions presented in this report are predicated on the site reconnaissance, a review of the specified regulatory records, and a review of the historical usage of the Site, as presented in this report. The Client should also understand that wetlands, asbestos-containing building materials, lead-containing paint, lead in drinking water, radon, mercury related to mining activities, methane, and mold surveys were not included in the scope of services for this Phase I ESA.

Therefore, the report should only be deemed conclusive with respect to the information obtained. No guarantee or warranty of the results of the report is implied within the intent of this report or any subsequent reports, correspondence or consultation, either express or implied. We strived to conduct the services summarized herein in accordance with the local standard of care in the geographic region at the time the services were rendered.

1.4 Data Gaps

A data gap is defined by ASTM *Designation E 1527-13* as "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 could include such things as insufficient historical information, the inability to interview persons with direct site knowledge (e.g., the owner(s), past owner(s), tenants, workers, etc.) or the lack of access to all parts of a site during the site reconnaissance. No data gaps were identified by this Phase I ESA.

2.0 SITE DESCRIPTION

This section provides information regarding the location and physical characteristics of the Site including its size, topography, geologic, soil, and hydrogeologic conditions.

2.1 Location and Legal Description

The Site comprises two parcels with addresses of 119 and 121 South Soto Street and the southern approximate 40-feet of two parcels with addresses of 2316 and 2322 East 1st Street in Los Angeles, California (Figure 1). The Site is depicted on the United States Geological Survey's (USGS) Los Angeles, California, 7.5-minute topographic map (USGS, 1994) in the northeastern quarter of Section 35 of Township 1 South, Range 13 West, San Bernardino Base and Meridian.

The site parcels are further identified by Los Angeles County Assessor's Parcel Number 5183-009-904 (119 S. Soto St.), 5183-009-907 (121 S. Soto St.), 5183-009-905 (2316 E. 1st St.), and 5183-009-906 (2322 E. 1st St.). A parcel map depicting the Site is in Appendix A.

2.2 Site and Vicinity General Characteristics

The approximate 0.8-acre Site is partially developed with a portion of the Metro - Soto Station in its northern portion and is a vacant lot in its southern portion. The Site is surrounded by various commercial businesses and residences (Figure 2). Figure 2 shows the site boundaries and features and surrounding development.

2.2.1 Topography

The USGS Los Angeles topographic map (USGS, 1994) shows the Site as relatively flat-lying at an elevation of approximately 300 feet above mean sea level.

2.2.2 Geologic Conditions

We reviewed the geologic conditions of the Site and surrounding area on the *Geologic Map of the Los Angeles Quadrangle* (California Division of Mines and Geology [CDMG], 1969), and *Note 36, California Geomorphic Provinces* (California Geological Survey [CGS] 2002). The Site is located in the northwestern Los Angeles Basin of the Peninsular Ranges geomorphic province of California. The Los Angeles Basin is a tectonically active sedimentary basin with elongate low ridges and hills on the edge of the Pacific Plate and south of the Transverse Ranges. The Los Angeles Basin is filled with a sequence of Cretaceous to Recent-age sedimentary deposits both continental and marine in origin.

The referenced geologic map indicates that the Site is underlain by Pleistocene-age nonmarine deposits. These nonmarine deposits generally consists of consolidated, discontinuous, interbedded layers of clay, silt, sand and gravel deposited by rivers and streams emanating from the Transverse Ranges.

2.2.3 Soil Conditions

We obtained information concerning soil conditions in proximity to the Site from the United States Department of Agriculture – Natural Resources Conservation Service Web Soil Survey Web Soil Survey (http://websoilsurvey.nrcs.usda.gov/ app/HomePage.htm). Web Soil Survey information indicates that surficial onsite soil is classified as Urban Land-Azuvina Montebello Complex and Urban Land-Montebello Complex.

Urban Land-Azuvina Montebello Complex is a fine sandy loam to loam that formed on fan remnants derived from discontinuous human-transported material over old (granite) alluvium. Urban Land-Montebello Complex is a sandy clay loam to fine sandy loam that formed on fan remants derived from human-transported material over old (granite) alluvium. The "urban land" component indicates that the onsite soils were likely altered during construction by grading and excavation and are generally covered by development.

2.2.4 Hydrologic and Hydrogeologic Conditions

Site-specific information regarding groundwater occurrence and flow direction is not available. Therefore, to assess local groundwater conditions for the site vicinity we reviewed reports available on the California State Water Resources Control Board GeoTracker website (http://geotracker.waterboards.ca.gov) for groundwater information at the nearest facility with a groundwater monitoring array such as leaking underground storage tank (LUST) facilities or other agency-regulated cleanup sites. The nearest such facility is Marlene's Muffler Shop Former Service Station (T0603700848) at 2239 East 1st Street, approximately 700 feet northwest of the Site. Depth to groundwater measured in nine groundwater monitoring wells at and within the vicinity of this facility ranged from 31.48 to 35.51 feet in October 2013 (Ami Adini & Associates, Inc., 2013). Groundwater flow beneath this facility was calculated to be to the west-southwest.

2.3 Current and Planned Uses of the Site

The northern portion of the Site (1st Street parcels) is part of the Metro – Soto Station. The southern portion of the Site (South Soto Street parcels) is currently a gated vacant lot occasionally used for parking by Metro. The Client plans to develop multi-family residential structures at the Site.

2.4 Descriptions of Structures, Roads, Other Improvements on the Site

The northern portion of the Site (1st Street parcels) is a portion of a concrete paved "waiting area" for the Metro - Soto Station with benches, bicycle lockers, exterior lights, and a landscaped area. The southern portion of the Site (South Soto Street parcels) is an unpaved vacant lot. Further description of site conditions is in Section 6.0.

2.5 Current Uses of Adjoining Properties

Adjoining properties include other portions of the Metro – Soto Station to the northeast, S. Soto Street and single-family residences to the southeast, single-family residences to the southwest, and an alley to the northwest side beyond which are commercial properties and residences. Further description of adjoining properties is in Section 6.0.

3.0 USER–PROVIDED INFORMATION

This section summarizes user (Client)-provided information regarding the Site provided by Jacqueline Monterrosas. We asked Ms. Monterrosas if she knew of previous environmental reports or documents that may exist and, if so, whether copies could be provided. We also asked if she had knowledge of legal or administrative proceedings involving the Site. Ms. Monterrosas completed a User Questionnaire regarding these items, a copy of which is in Appendix B.

3.1 Title, Appraisal and Sale Agreement Records

A preliminary title report for the Site was not provided for review.

3.2 Environmental Liens or Activity and Use Limitations

Ms. Monterrosas indicated that she was not aware of any environmental liens or activity and use limitations for the Site.

3.3 Specialized Knowledge

Ms. Monterrosas indicated that there is record of an underground clarifier on the adjacent property to the north near the site boundary that may impact redevelopment plans. She is unsure if the clarifier has been removed. A figure showing the location of the clarifier is included in Appendix B.

3.4 Commonly Known or Reasonably Ascertainable Information

Ms. Monterrosas stated that the Site has historically been under residential use.

3.5 Valuation Reduction for Environmental Issues

Ms. Monterrosas indicated that the appraised value has yet to be determined.

3.6 Owner, Property Manager, and Occupant Information

Metro is the owner of the Site. We interviewed Andrew Quinn, a Metro representative, regarding his knowledge of the Site and surrounding properties. Information from Mr. Quinn's interviews are summarized in Section 7.0.

3.7 Reason for Performing Phase I ESA

The Client requested the Phase I ESA to obtain information regarding the potential for existing hazardous substances and/or petroleum product impacts at the Site prior to entering a lease agreement with Metro for the development of low-income housing.

4.0 RECORDS REVIEW

This section summarizes information we obtained through review of readily available agency records for the Site and properties and facilities in the surrounding vicinity.

4.1 Standard Environmental Record Sources

Environmental Data Resources, Inc. (EDR) searched federal, state, and local environmental databases for listings pertaining to the Site and properties/facilities within 1 mile of the Site. The following table shows the databases that list the Site and/or offsite properties/facilities and the total number of listed properties/facilities for each database. *The EDR Radius Map Report with GeoCheck*, dated June 14, 2017, is in Appendix C and provides a comprehensive listing of the databases searched.

Database Name	Search Radius (Miles)	Number of Listings
FEDERAL DATABASES		
Resource Conservation and Recovery Act [RCRA] – Small Quantity Generators (RCRA-SQG)	0.25	8
STATE, LOCAL, AND TRIBAL DATABASES		
Department of Toxic Substances Control [DTSC] Site Mitigation and Brownfields Reuse Program (ENVIROSTOR)	1.0	3
Leaking Underground Storage Tank (LUST)	0.5	10
Underground Storage Tank (UST)	0.25	4
ADDITIONAL ENVIRONMENTAL RECORDS		
Recycler Database (SWRCY)	0.5	2
Statewide Environmental Evaluation and Planning System UST Listing (SWEEPS UST)	0.25	7
Historical UST Properties/Facilities (HIST UST)	0.25	5
Facility Inventory Database (CA FID UST)	0.25	7
RCRA – Non Generators / No Longer Regulated (RCRA NonGen / NLR)	0.25	1
Cleaner Facilities (DRYCLEANERS)	0.25	1
Facility and Manifest Data (HAZNET)	0.001	2*
Hazardous Waste & Substance Site List (HIST CORTESE)	0.5	3
EDR HIGH RISK HISTORICAL RECORDS		
EDR Exclusive Historic Gas Stations (EDR Hist Auto)	0.125	6
EDR Exclusive Historic Dry Cleaners (EDR Hist Cleaner)	0.125	9
* Indicates that the Site is listed in the database.		

4.1.1 Site

The site address 2322 E. 1st Street is listed on the HAZNET database as "Soto Station" for removing approximately 500 tons of contaminated soil from the Site in 2004 and 2005. No other pertinent information is provided. The soil was removed during the construction of the Metro subway tunnel and station.

The site address 2318 E. 1st Street is listed on the EDR Hist Cleaner database as "Sun Chew", which operated onsite in 1937. This address, which was previously for a portion of the Site between the current addresses of the two 1st Street parcels, may have historically been assigned to a portion of one of the 1st Street parcels that were redeveloped with the construction of the Soto Station. No other pertinent information about this former cleaner is listed on this database.

4.1.2 Offsite Properties

Eighteen properties within 1/8 mile of the Site are listed on various non-release-related databases[1] and therefore are unlikely to have caused an REC at the Site except for the following:

Guadalajara Auto Sales, 111 South Soto Street – this former facility was adjacent to the northeast of the Site. It is listed on the UST, SWEEPS UST, HIST UST, and the CA FID UST databases. Three 10,000-gallon gasoline underground storage tanks (USTs) are listed for this former facility. The UST and CA FID UST listings provide no pertinent information. Due to its proximity to the Site, an unknown release at this former gas station could have impacted soil vapor and/or groundwater beneath the Site and therefore represents a potential environmental concern. However, this facility was located on the property that has been developed with the Soto Station. The extensive excavation that was performed during construction likely would have encountered and removed any USTs and potential soil contamination related to the USTs. Construction would likely not have had an effect on groundwater.

Endlich EDW – 2332 East 1st Street – this former facility was adjacent to the northeast of the Site. It is listed on the EDR Hist Auto database as a "gasoline and oil service station", "automobile repairing" or "automobile service station" from 1924 to 1942. No other pertinent information about this former gas station is provided. Due to its proximity to the Site, an unknown release at this former gas station could have impacted soil vapor and/or groundwater beneath the Site and therefore represents a potential environmental concern. However, this facility was located on the property that has been developed with the Soto Station. The extensive excavation that was performed during construction likely would have encountered and removed any USTs and potential soil contamination related to the

[1] "Release" refers to an unauthorized release of a petroleum product or hazardous substance to the environment - i.e. the ground surface, soil, soil vapor, groundwater, or surface water on a property. "Release-related database" refers to those which provide information regarding an unauthorized release. "Non-release-related database" refers to those that may report use, storage, or disposal of hazardous substances and/or petroleum products or other environmental conditions, but do not report releases of such.

USTs. Construction would likely not have had an effect on groundwater.

Fisher A H – 2336 East 1st Street – this former facility was adjacent to the northeast of the Site. It is listed as a "gasoline and oil service station" in 1942 on the EDR Hist Auto database. No other pertinent information about this former gas station is provided. Due to its proximity to the Site, an unknown release at this former gas station could have impacted soil vapor and/or groundwater beneath the Site and therefore represents a potential environmental concern. However, this facility was located on the property that has been developed with the Soto Station. The extensive excavation that was performed during construction likely would have encountered and removed any USTs and potential soil contamination related to the USTs. Construction would likely not have had an effect on groundwater.

The following table summarizes information regarding properties less than 1/4 mile from the Site that are listed on one or more release-related databases, the status of their listings, and their potential, if any, to cause (or have caused) an REC at the Site.

Business	Address	Approximate Distance from the Site	Database	Pertinent Information/Potential to Impact the Site
Marlene's Muffler Shop Former Service Station	2239 East 1st Street	700 feet west-northwest (cross-gradient)	LUST	This facility is listed on the LUST database for a release that affected only soil with gasoline. The Los Angeles Regional Water Quality Control Board (RWQCB) closed the LUST case in October 2015. Based on the closure of the case and that only soil was affected, the release is unlikely to have caused an REC at the Site.
LAPD – Hollenbeck Garage	2111 East 1st Street	750 feet west-northwest (cross-gradient)	LUST, SWEEPS UST, HIST UST, UST, CA FID UST	This facility is listed on the LUST database for a release that affected only soil with gasoline. The City of Los Angeles (the City) closed the LUST case in January 2012. Based on the closure of the case and that only soil was affected, the release is unlikely to have caused an REC at the Site. The SWEEPS UST and HIST UST databases list four USTs. The UST and CA FID UST databases provide no pertinent information. database.
Winall #1	401 South Soto Street	1,030 feet south-southwest (cross-gradient)	LUST, SWEEPS UST, HIST UST, UST, CA FID UST	This facility is listed on the LUST database for a release that affected groundwater with gasoline. The case is currently open. Groundwater flow is cross gradient at the facility with respect to the Site. Based on its distance

Business	Address	Approximate Distance from the Site	Database	Pertinent Information/Potential to Impact the Site
				from the Site and the direction of groundwater flow reported for this facility (northwest), the release at this facility is unlikely to have caused an REC at the Site. The SWEEPS UST database lists one UST. The UST and CA FID UST databases provide no pertinent information. database.
Shell Service Station (Former)	400 South Soto Street	1,030 feet south-southwest (cross-gradient)	LUST, SWEEPS UST, RCRA-SQG, UST, CA FID UST	This facility is listed on the LUST database for a release that affected groundwater with gasoline The RWQCB closed the LUST case in September 2012. Based on the closure of the case and its distance from the Site, the release at this facility is unlikely to have caused an REC at the Site The SWEEPS UST database lists four USTs. The RCRA-SQG database lists generation of benzene and ignitable waste. No violations are reported. The UST and CA FID UST databases provide no pertinent information. database.

4.2 Orphan Summary

The Orphan Summary identifies facilities that have incomplete address information and could not be specifically plotted. The Orphan Summary lists two properties that are greater than 4,500 feet from the Site. Based on their distance from the Site, none of these properties are expected to have caused an REC at the Site.

4.3 Other Environmental Record Sources

4.3.1 GeoTracker and EnviroStor

We reviewed information available on GeoTracker and the California Department of Toxic Substances Control's (DTSC) EnviroStor (http://www.envirostor.dtsc.ca.gov/public/) database for information regarding environmental assessment and cleanup at the Site and/or properties/facilities within ¼ mile of the Site. No information for the Site is available on GeoTracker. No information for the Site or properties/facilities within 1/4 mile of the Site is available on EnviroStor. The following offsite properties or facilities are listed on GeoTracker:

- Marlene's Muffler Shop Former Service Station (2239 East 1st Street),
- LAPD – Hollenbeck Garage (2111 East 1st Street),
- Winall #1 (401 South Soto Street), and
- Shell Service Station (Former) (400 South Soto Street),

The information obtained from various regulatory databases for these facilities summarized in Section 4.1.2 is also available on GeoTracker, with the following additions:

- Marlene's Muffler Shop Former Service Station (2239 East 1st Street)

  Both EDR and GeoTracker indicate that this was a soil-only case completed as of 10/27/2015. However, the most recent groundwater monitoring report on GeoTracker (Ami Adini & Associates, Inc., 2013) indicates that groundwater has also been affected by gasoline. The former service station is located west-northwest of the Site, and local groundwater flow direction is reported to be to the west-southwest, which suggests that the release at this facility is unlikely to have reached and caused an REC at the Site.

- Winall #1 (401 South Soto Street).

  This former service station is an open case with the potential for gasoline to effect soil and groundwater. The most recent groundwater monitoring report on GeoTracker (Economy Environmental, Inc., 2017) indicates that there are seven wells on this facility, six of which contain free product. Additionally, the extent of the groundwater plume is not defined. This facility is located southwest of the Site. Local groundwater flow direction at this facility is reported as being to the northwest, which suggests that the release at this facility is unlikely to have caused an REC at the Site.

4.3.2 City of Los Angeles Fire Department

We searched the City of Los Angeles Fire Department's (LAFD) website (www.lafd.org/publicrecords) for available records pertaining to the Site and for adjacent properties 111 South Soto Street and 2332 and 2316 East 1st Street. We did not find any records pertaining to the Site or adjacent properties 2332 and 2336 East 1st Street on LAFD's website.

We did find UST and hazardous material records for 111 South Soto Street on LAFD's website. We sent a request to LAFD to review these records. According to the inventory maintained by LAFD, this facility maintained three 10,000-gallon gasoline USTs and one 400-gallon waste oil UST. LAFD does not have records of the removal of these USTs.

4.3.3 Los Angeles County Public Works Department

We submitted a request to the Los Angeles County Public Works Department (LAPWD) for records pertaining to the Site and for adjacent properties 111 South Soto Street and 2332 and 2316 East 1st Street. We have yet to receive a response from them. If the LAPWD provides any pertinent information pertaining to these addresses, we will summarize that information in an addendum to this report.

4.3.4 DOGGR

We reviewed the State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) online mapping system for information regarding the location and status of any oil or natural gas exploration or production at or in the vicinity of the Site. The DOGGR online mapping system shows three plugged oil and gas wells approximately 1,350 feet southwest of the Site (DOGGR, 2017). Based on their plugged status and distance from the Site, these former wells are unlikely to have caused an REC at the Site.

5.0 HISTORICAL USE

We evaluated the historical use of the Site and adjacent properties through review of Sanborn Fire Insurance Maps (Sanborn maps), historical aerial photographs, historical topographic maps, and city directories provided by EDR. This section summarizes the information obtained from these sources.

5.1 Sanborn Fire Insurance Maps

We reviewed Sanborn maps for the years 1888, 1890, 1894, 1906, 1921, 1949, and 1970 (Appendix D) to obtain information pertaining to historical development and uses of the Site. The following table summarizes information on the maps for the Site and nearby properties.

Year	Observations	
	Site	**Adjacent Properties**
1888	No structures or land uses are depicted on the Site.	No structures or land uses are depicted on the adjacent properties. East 1st Street is depicted north of the Site.
1890	Conditions are similar to those depicted on the 1888 map	Conditions are similar to those depicted on the 1888 map except for dwellings depicted northeast of the Site beyond East 1st Street and southwest of the Site, and South Soto Street depicted east of the Site.
1894	Conditions are similar to those depicted on the 1890 map	Conditions are similar to those depicted on the 1890 map.
1906	Two dwellings and a stable are depicted on the Site.	Dwellings are depicted on the adjacent properties and the properties beyond East 1st Street and South Soto Street.
1921	Five dwellings, a shed, and an automobile outbuilding are depicted on the Site.	Dwellings and a store are depicted north of the Site beyond East 1st Street. Dwellings and an automobile repair shop are adjacent to the northeast of the Site. Stores are depicted northeast of the Site beyond East 1st Street. Dwellings, apartments, and stores are depicted east of the Site beyond South Soto Street. Dwellings with various outbuildings are depicted south, southeast, and east of the Site.
1949	Eight dwellings, a shed, two automobile outbuildings, a restaurant, a store, and a candy manufacturing shop are depicted on the Site.	Additional stores and dwellings are depicted north and northeast (beyond East 1st Street), east (beyond South Soto Street), south, southwest, and west of the Site. A restaurant is depicted northeast of the Site beyond East 1st Street. Two dwellings, an automobile repair shop, a tire & battery shop, and a gas station are adjacent to the northeast of the Site.
1970	Conditions are similar to those depicted on the 1949 map except for two stores and a bakery are depicted in the northern portion of the Site.	Conditions are similar to those depicted on the 1945 map except for the following. Two "iron" structures are depicted adjacent to the northeast of the Site. The automobile repair shop, tire & battery shop, and gas station are not depicted northeast of the Site. Additional stores and a commercial structure are depicted north of the Site beyond East 1st Street.

The Sanborn maps do not depict features or land uses that directly suggest the presence of RECs on the Site. A gas station and an automobile repair shop are depicted approximately 50 feet northeast of the Site, the location of the Soto Station, on the 1949 map, which are considered a potential environmental concern.

5.2 Aerial Photographs

We reviewed historical aerial photographs for the years 1923, 1928, 1938, 1948, 1952, 1964, 1972, 1977, 1983, 1989, 1994, 2002, 2005, 2009, 2010, 2012 (Appendix E) for indications of past land uses that had the potential to have impacted the Site through the use, storage or disposal of hazardous substances and/or petroleum. The following table summarizes our observations of the Site and adjacent properties on the aerial photographs.

Year	Observations	
	Site	Adjacent Properties
1923 (1" = 500')	Five residences with a few outbuildings were present on the Site.	Residences and commercial structures were north and northeast of the Site beyond East 1st Street and east of the Site beyond South Soto Street. Two residences and a commercial structure were adjacent to the northeast of the Site. Residences were south and southwest of the Site. Residences and commercial structures were west of the Site.
1928 (1" = 500')	The resolution of the photograph is poor; however, it appears conditions were similar to those observed on the 1923 photograph except for a commercial structure in the northern portion of the Site.	The resolution of the photograph is poor; however it appears conditions were similar to those observed on the 1923 photograph.
1938 (1" = 500')	Conditions were similar to those observed on the 1928 photograph except for additional structures in the northern and southwestern portions of the Site.	Conditions were similar to those observed on the 1928 photograph except that a newer commercial structure was adjacent to the northeast of the Site.
1948 (1" = 500')	The resolution of the photograph is poor; however it appears conditions were similar to those observed on the 1938 photograph.	The resolution of the photograph is poor; however it appears conditions were similar to those observed on the 1938 photograph.
1952 (1" = 500')	Conditions were similar to those observed on the 1948 photograph.	Conditions were similar to those observed on the 1948 photograph.
1964 (1" = 500')	Conditions were similar to those observed on the 1952 photograph.	Conditions were similar to those observed on the 1952 photograph except newer commercial structures were adjacent to the northeast of the Site and north and northeast of the Site beyond East 1st Street.
1972 and 1977 (1" = 500')	Conditions were similar to those observed on the 1964 photograph.	Conditions were similar to those observed on the 1964 photograph.
1983 and 1989 (1" = 500')	Conditions were similar to those observed on the 1972 and 1977 photographs.	Conditions were similar to those observed on

Year	Observations	
	Site	Adjacent Properties
		the 1972 and 1977 photographs.
1994 (1" = 500')	Conditions were similar to those observed on the 1983 and 1989 photographs.	Conditions were similar to those observed on the 1983 and 1989 photographs.
2002 (1" = 500')	Conditions were similar to those observed on the 1994 photograph.	Conditions were similar to those observed on the 1994 photograph.
2005 (1" = 500')	The Site was a vacant lot.	Conditions were similar to those observed on the 2002 photograph except for a vacant lot adjacent to the northeast of the Site.
2009 (1" = 500')	The northern portion of the Site was part of the Metro – Soto Station (under construction). The southern portion of the Site appears to have been used as a construction staging area.	Conditions were similar to those observed on the 2005 photograph except for Metro – Soto Station under construction adjacent to the northeast of the Site.
2010 and 2012 (1" = 500')	The northern portion of the Site was part of the Metro - Soto Station. The southern portion of the Site was a vacant lot.	Conditions were similar to those observed on the 2009 except for the Metro – Soto Station adjacent to the northeast of the Site.

No land uses that would suggest the presence of RECs are visible on the Site or adjacent properties in the aerial photographs.

5.3 Topographic Maps

We reviewed historical topographic maps for the years 1894, 1896, 1900, 1926, 1928, 1953, 1966, 1972, 1981, and 2012 (Appendix F). The following table summarizes our observations of the Site and adjacent properties on the historical topographic maps.

Year	Observations	
	Site	Adjacent Properties
1894 and 1896 (1: 62,500)	No structures or land uses are depicted on the Site.	Structures are depicted north (beyond East 1st Street), east (beyond South Soto Street), south, and west of the Site.
1900 (1: 62,500)	Similar to conditions depicted on the 1894 and 1896 maps.	Similar to conditions depicted on the 1894 and 1896 maps.
1926 and 1928 (1:24,000)	Two structures are depicted on the Site.	Similar to conditions depicted on the 1900 map except for additional structures north, east, south, and west of the Site.
1953 (1: 24,000)	Coloring depicts the Site as being in a "developed area."	Coloring depicts the adjacent properties as being in a "developed area."
1966 (1: 24,000)	Similar to conditions depicted on the 1953 map.	Similar to conditions depicted on the 1953 map.
1972 (1: 24,000)	Similar to conditions depicted on the 1966 map.	Similar to conditions depicted on the 1966 map.
1981 (1: 24,000)	Similar to conditions depicted on the 1972 map.	Similar to conditions depicted on the 1972 map.
1994 (1: 24,000)	Similar to conditions depicted on the 1981 map.	Similar to conditions depicted on the 1981 map.
2012 (1:24,000)	No structures or land uses are depicted on the Site.	No structures or land uses are depicted on the adjacent properties.

The topographic maps do not depict features or land uses that directly suggest the presence of RECs on the Site or adjacent properties.

5.4 City Directories

EDR prepared an abstract of city directories including city, cross reference and telephone directory listings (Appendix G). EDR included information from directories at approximate 5-year intervals, if available, from 1920 to 2014. Individual homeowners are listed for the site addresses from 1924 to 2006.Two bakeries are listed for a former site address, 2318 East 1st Street. Acapulco Bakery is listed on the directories from 1971 to 1990 and Saldanas Bakery is listed on the 1962 directory.

Becerra Gas Station (1986 and 1990), Gulf Oil Service Stns (1967 and 1981), and Soto Gas Stn Inc (1962) are listed for the property at 111 South Soto Street, adjacent to the northeast of the Site. The other adjacent properties listed in the city directories report consist of various commercial businesses none of which suggest the storage or use of hazardous substances or petroleum products.

6.0 SITE RECONNAISSANCE

This section summarizes our observations of the Site and surrounding properties made during the site reconnaissance.

6.1 Methodology and Limiting Conditions

Mike Conkle, Senior Geologist with Geocon, performed a site reconnaissance on December 15, 2017. Mr. Conkle performed the site reconnaissance by walking throughout the Site and along the site perimeter to observe site features and conditions. The offsite survey was performed by making observations of adjacent properties from the Site and public roads.

Weather on the day of the site reconnaissance was sunny with temperatures in the 70s°F. Photos of various site features and offsite properties are appended.

6.2 Site Setting

The Site is situated in downtown Los Angeles surrounded by various commercial businesses and residential developments.

6.3 Onsite Survey

The L-shaped Site comprises four parcels. The northern portion of the Site, which occupies the southern approximately 40-feet of the two parcels with E. 1st Street addresses, is a concrete paved plaza for the Metro - Soto Station. This portion of the Site is developed with concrete paving, benches, bicycle lockers, exterior lights, and a landscaped area (Photo 1). A service elevator for the Metro is just north of the northern site boundary along the northwestern edge of the 2316 E. 1st Street parcel (Photo 2).

The southern portion of the Site (the two S. Soto Street parcels) is an unpaved vacant lot sparsely vegetated with sporadic patches of grass (Photo 3). A cinder block wall, separating the lot from the Soto Station is present along the northeastern edge of this portion of the Site (Photo 4). The remainder of this portion of the Site is bounded by chain-link fencing. A locked chain-link gate located on the southeastern end of this portion of the Site restricts access to the lot. At the time of the site reconnaissance, this portion of the Site was vacant with the exception of some construction materials (lumber and metal ducting) located along the fence along the northwestern side (Photo 5).

We observed no evidence of RECs on the Site.

6.4 Offsite Survey

Adjacent properties consist of the following:

- Northeast – The entrance to the Metro Soto Station is located to the northeast of the Site, within the crook of the L formed by the Site (Photo 6 and 7). Subsurface features including train boarding platforms and track tunnels are present to the northeast of the Site. To the northeast across 1st Street are a variety of restaurants, stores, and bars (Photo 8)
- Northwest – Commercial properties fronting 1st Street are present to the northwest of the E. 1st Street parcels. Residential properties are located to the northwest of the Soto Street properties.
- Southwest – Residential properties are present beyond the alley to the southwest of the Site.
- Southeast – Residential properties are present to the southeast of the Site, across Soto Street. (Photo 9).

We observed no evidence of RECs on the properties adjacent to Site.

7.0 INTERVIEWS

We interviewed Mr. Quinn with Metro for information regarding past and present use of the Site and the potential for impacts related to the use, storage, or disposal of hazardous substances and/or petroleum products on the Site. We also provided Mr. Quinn with a site owner questionnaire regarding the use, storage, or disposal of hazardous substances and/or petroleum products on the Site. A copy of the site owner questionnaire is in Appendix H.

Mr. Quinn stated that the Metro has owned the Site since 2002 when it was acquired and developed as part of a subway extension. The subway was completed and opened for service in November 2015. Mr. Quinn indicated that during construction the Site was used as a parking lot. Mr. Quinn indicated that the S. Soto Street parcels of the Site were previously used for residential purposes and that to the best of his knowledge there have not been hazardous substances or petroleum products used or stored on the Site.

Mr. Quinn indicated that the properties now occupied by the Soto Station previously contained auto repair and service stations. We asked Mr. Quinn for records pertaining to the removal of the 500 tons of contaminated soil reported on the HAZNET database, and the possible removal of USTs from the former business operated by Guadalajara Auto Sales, Endlich EDW, and Fisher AH during construction of the station. He indicated that he would look for records of UST removal or remedial efforts that were performed by Metro during construction of the station.

In a follow up phone conversation on May 4, 2018 Mr. Quinn stated that he had reviewed Metro's files and inquired with various Metro employees regarding the environmental issues encountered during the construction of the Soto Station. Mr. Quinn indicated the following:

- Metro does not have records of UST removals that may have occurred during construction of the Soto Station, although he surmised that if USTs were present they would have to have been removed during construction.
- Metro is aware of the 500 tons of contaminated soil that were removed during construction of the Soto Station. They do not have records indicating the source of the contamination or the specific location at which it was encountered. Documentation that the limits of the contaminated soil was identified and removed are not available. Mr. Quinn indicated that it is possible that contaminated soil may still be present in areas of the Soto Station property that are outside of the limits of the excavation that was performed during construction.
- The clarifier shown on plans to be present near the northeastern corner of the Client's proposed development was searched for during construction of the Soto Station. Metro was unable to locate the clarifier and they are of the opinion that it does not exist.

8.0 CONCLUSIONS AND RECOMMENDATIONS

We have performed a Phase I ESA, in general conformance with the scope and limitations of ASTM *Designation E 1527-13* of the property and improvements at 119 and 121 South Soto Street and 2316 and 2322 East 1st Street in the City of Los Angeles, California. Exceptions to, or deletions from, this practice are described in Section 1.4 of this report.

The Phase I ESA has revealed no evidence of RECs in connection with the Site. However, we identified the following potential environmental concern:

There are records indicating USTs were present on one or more portions of the adjacent property to the north now occupied by the Metro Soto Station. There are also records indicating that contaminated soil was removed during the construction of the Soto Station. It is unknown if the soil removal was associated with the removal of the USTs or if contaminated soil remains beneath portions of the Soto Station outside of the areas excavated during construction. Based on the extensive excavation that was performed during construction of the subway it is possible that potential soil contamination for the historic uses of the property would have been removed; however, without records documenting the extent of the removal, the threat of a vapor encroachment risk to the Site cannot be ruled out.

We recommend that a soil vapor survey be conducted to evaluate the potential presence of volatile organic compounds in soil vapor beneath the Site.

9.0 REFERENCES

American Society for Testing and Materials, *Designation E 1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, 2013.

Ami Adini & Associates, Inc., *Groundwater Monitoring Report Fourth Quarter 2013, Former Service Station 2239 East First Street, Los Angeles California 92571*. LARWQCB File No. 900330298 (D-1), November 20, 2013.

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Los Angeles, California, 7.5-minute topographic map (USGS, 1994)

California Geological Survey (CGS), *Note 36, California Geomorphic Provinces*, 2002.

California State Water Resources Board. GeoTracker, <http://geotracker.swrcb.ca.gov/>, April 2018.

Economy Environmental, Inc., *Groundwater Monitoring and Interim Remediation Progress Report First Half 2017, Winall Oil Co. – Station No. 1 401 S Soto Street, Los Angeles, California,* LARWQCB File No. 900330426, 2017.

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State of California, Department of Toxic Substances Control, EnviroStor website (http://www.envirostor.dtsc.ca.gov/public/, April 2018.

United States Department of Agriculture, Natural Resources Conservation Service, http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx, April 2018.

USGS, *Los Angeles, California, 7.5-minute Topographic Map*, 1994.

10.0 QUALIFICATIONS

This Phase I II ESA report was prepared by Mr. Mike Conkle, PG. Mr. Conkle has an BS degree in Geological Science and 20 years of experience in environmental investigation and remediation, including soil and groundwater remedial actions for private industrial and government clients. He has managed a wide variety of projects for clients in the manufacturing, transportation, real estate development industries. Mr. Conkle has extensive experience in the performance of Phase I and II ESAs of commercial, industrial, and agricultural properties throughout California.

I declare that, to the best of my professional knowledge and belief, I meet the definition of environmental professional as defined in §312.10 of 40 CFR 312 and I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed the all appropriate inquiries investigation in conformance with the standards and practices set forth in 40 CFR Part 312.

Mike Conkle, PG
Senior Geologist

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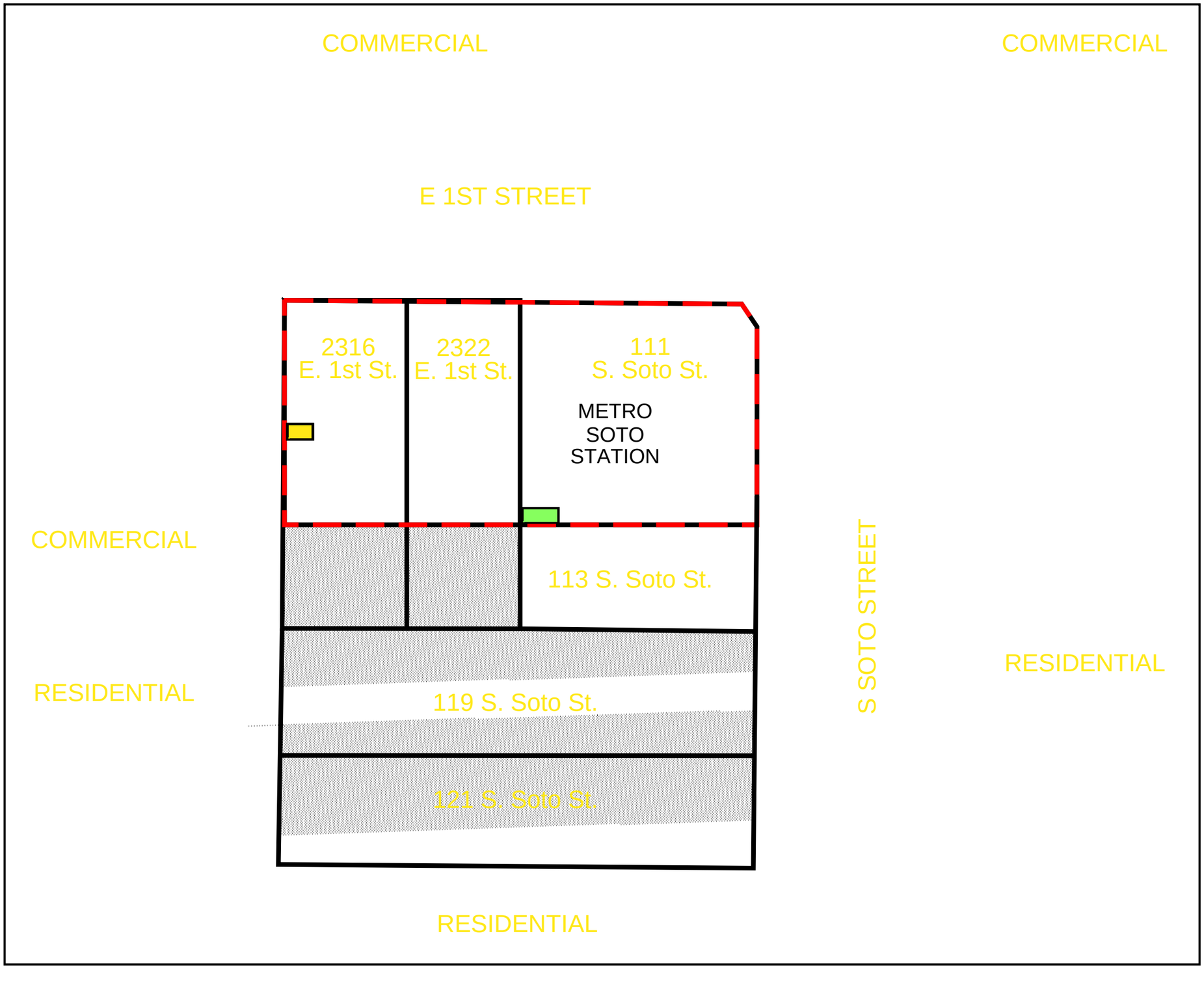
WEST, INC.



LEGEND

- APPROXIMATE LIMITS OF SITE
- APPROXIMATE PARCEL BOUNDARY
- APPROXIMATE LIMITS OF THE UNDERGROUND METRO STATION
- APPROXIMATE LOCATION OF THE SERVICE ELEVATOR
- APPROXIMATE LOCATION OF REPORTED CLARIFIER

NORTH

0 40' 80'

MAP REFERENCE: GOOGLE EARTH, 2015

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ENVIRONMENTAL GEOTECHNICAL MATERIALS
3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
PHONE (818) 841-8388 - FAX (818) 841-1704

DRAFTED BY: SJB	CHECKED BY: MCP

SITE PLAN

119 & 121 SOUTH SOTO STREET
AND 2316 - 2324 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

MAY 2018	PROJECT NO. A9622-77-02	FIG. 2



Photo 1— View south from northern corner of the Metro plaza showing surface features of the Metro Soto Station on the two E. 1st Street parcels.



Photo 2— View southwest showing alley on northwestern side of the Site and the northwestern edge of the 2316 E. 1st Street parcel on the left. Access to Metro service elevator is located in the concrete area adjacent to the shrubbery on left.

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SITE PHOTOGRAPHS

119 AND 121 SOUTH SOTO STREET AND
2316 AND 2322 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

MAY 2018	PROJECT NO. A9622-77-02	



Photo 3— View northwest from southeastern side of the E. Soto Street parcels.



Photo 4— View southeast from northern corner of the S. Soto Street parcels showing cinder block wall which separates the lot from the Soto Station.

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SITE PHOTOGRAPHS

119 AND 121 SOUTH SOTO STREET AND
2316 AND 2322 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

MAY 2018	PROJECT NO. A9622-77-02	



Photo 5— Construction materials at the northwestern edge of the Soto Street parcels.



Photo 6— Entrance to the Soto Station subway.

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SITE PHOTOGRAPHS

119 AND 121 SOUTH SOTO STREET AND
2316 AND 2322 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

MAY 2018	PROJECT NO. A9622-77-02	



Photo 7— Interior of subsurface subway station (Soto Station) beneath the E. 1st Street parcels.



Photo 8— View to the northwest of commercial properties northeast of the Site, across 1st Street.

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SITE PHOTOGRAPHS

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MAY 2018	PROJECT NO. A9622-77-02	



Photo 9— Residential properties located southeast of the Site, across Soto Street.

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SITE PHOTOGRAPHS

119 AND 121 SOUTH SOTO STREET AND
2316 AND 2322 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

MAY 2018	PROJECT NO. A9622-77-02	

APPENDIX A

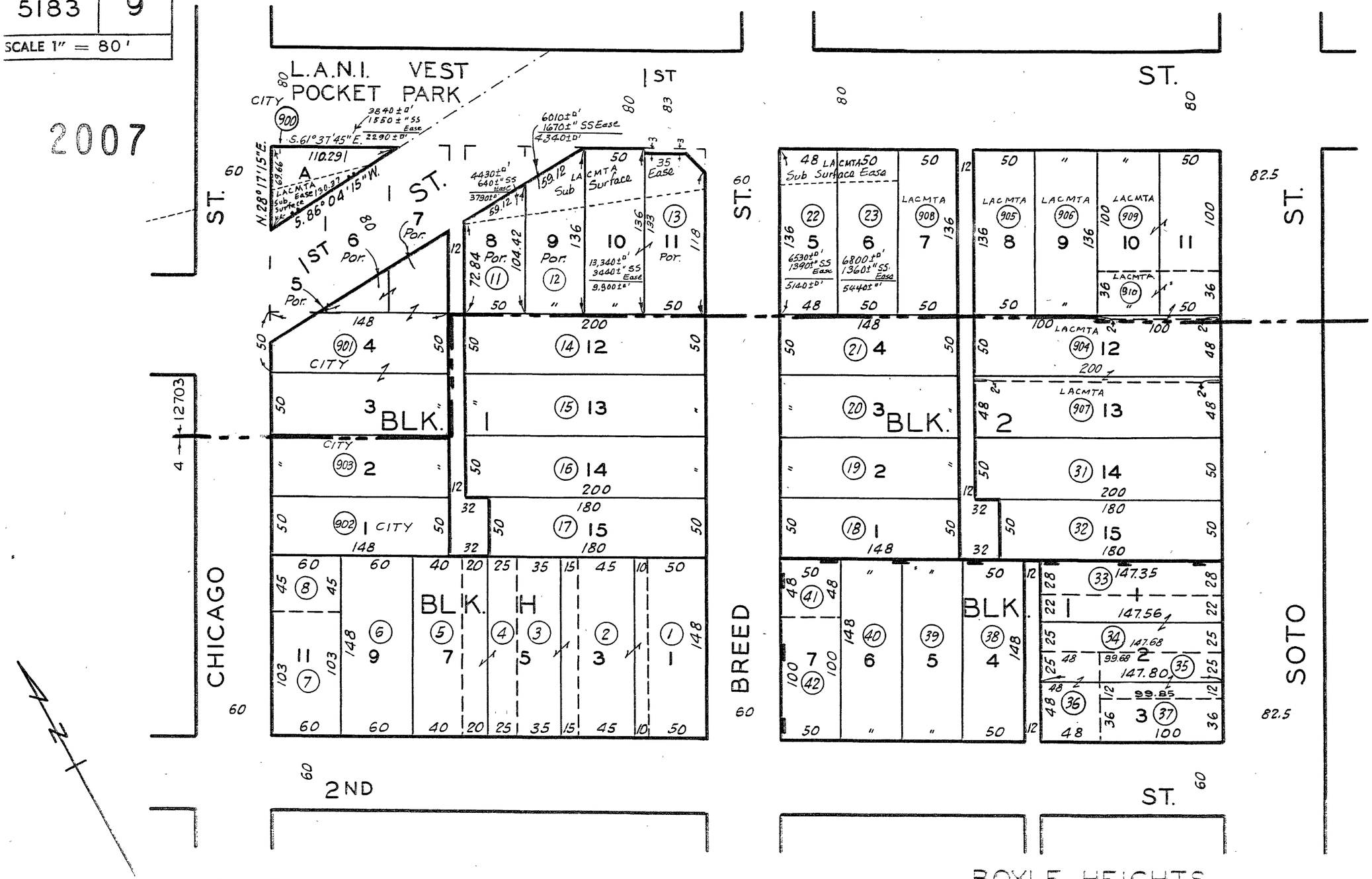
5183 | 9

SCALE 1" = 80'

2007

REVISED

661201
740114813
740918201
960228
991229
2003052706007001-11
2003082610004001-11,27
2004092104
2006012310009001-27
2006080702004001-27
2006110102008001-11



CODE 4 12703

GALE TRACT
M.R. 7-49

TRACT NO. 2124
M.B. 29-86

BOYLE HEIGHTS
MOORE AND KELLEHER'S SUB, OF A PART OF LOTS 5 AND 6 BLOCK 60 AND STEVENSON'S SUB, OF A PART OF LOT 6 BLOCK 60 HANCOCK'S SURVEY
M.R. 5-568

FOR PREV. ASSM'T. SEE: 12-26, 30 & 53

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

APPENDIX B

User Questionnaire

The following are a list of questions that are required to be asked of the user of the report as part of the All Appropriate Inquiry requirements for Phase I ESAs. Please answer them to the best of your knowledge.

1) Are chain of title, appraisal and sale agreement records available for the Site? If available, please provide.

ELACC holds an Exclusive Negation Agreement with METRO. ELACC has a title report prepared for the site but no other record available for the site.

2) Please provide names and contact information of all known current and previous Site owners, occupants, and property managers.

Unknown.

3) If the reason for this Phase I is other than to identify recognized environmental conditions (RECs) at the property, please indicate the reason.

No other reason. We need to start our entitlements process and also our design and need information on the environmental to begin this process.

4) Are you aware of any environmental cleanup liens against the *property* that are filed or recorded under federal, tribal, state or local law? *(Reference: 40 CFR 312.25 - Environmental cleanup liens that are filed or recorded against the site).*

No.

5) Are you aware of any activity and use limitations (AULs), such as *engineering controls*, land use restrictions or *institutional controls* that are in place at the site and/or have been filed or recorded in a registry under federal, tribal, state or local law? *(Reference: 40 CFR 312.26 - Activity and land use limitations that are in place on the site or that have been filed or recorded in a registry).*

Yes. Based on the title report pulled, we understand that there is an under ground clarifier under one of the APNs that would prevent ELACC to develop housing. ELACC is looking into this as we hope its an item that is still in title but has been physically removed.

6) As the *user* of this *ESA*, do you have any specialized knowledge or experience related to the *property* or nearby properties? For example, are you involved in the same line of business as the current or former *occupants* of the *property* or an adjoining *property* so that you would have specialized knowledge of the chemicals and processes used by this type of business? *(Reference: 40 CFR 312.28 - Specialized knowledge or experience of the person seeking to qualify for the LLP).*

The site is currently vacant. However ELACC plans to develop affordable housing on the same site. ELACC owns 2 other properties along Soto Street and 2 on 1st Street (all within 1,000 square feet).

7) Does the purchase price being paid for this *property* reasonably reflect the fair market value of the *property*? If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the *property*? *(Reference: 40 CFR 312.29 - Relationship of the purchase price to the fair market value of the property if it were not contaminated).*

There is no appraisal yet to determine.

8) Are you aware of commonly known or *reasonably ascertainable* information about the *property* that would help the *environmental professional* to identify conditions indicative of releases or threatened releases? *(Reference: 40 CFR 312.30 - Commonly known or reasonably ascertainable information about the property).*

For example, as *user*,

(a) Do you know the past uses of the *property*?

Yes. Residential uses.

(b) Do you know of specific chemicals that are present or once were present at the *property*?

No.

(c) Do you know of spills or other chemical releases that have taken place at the *property*?

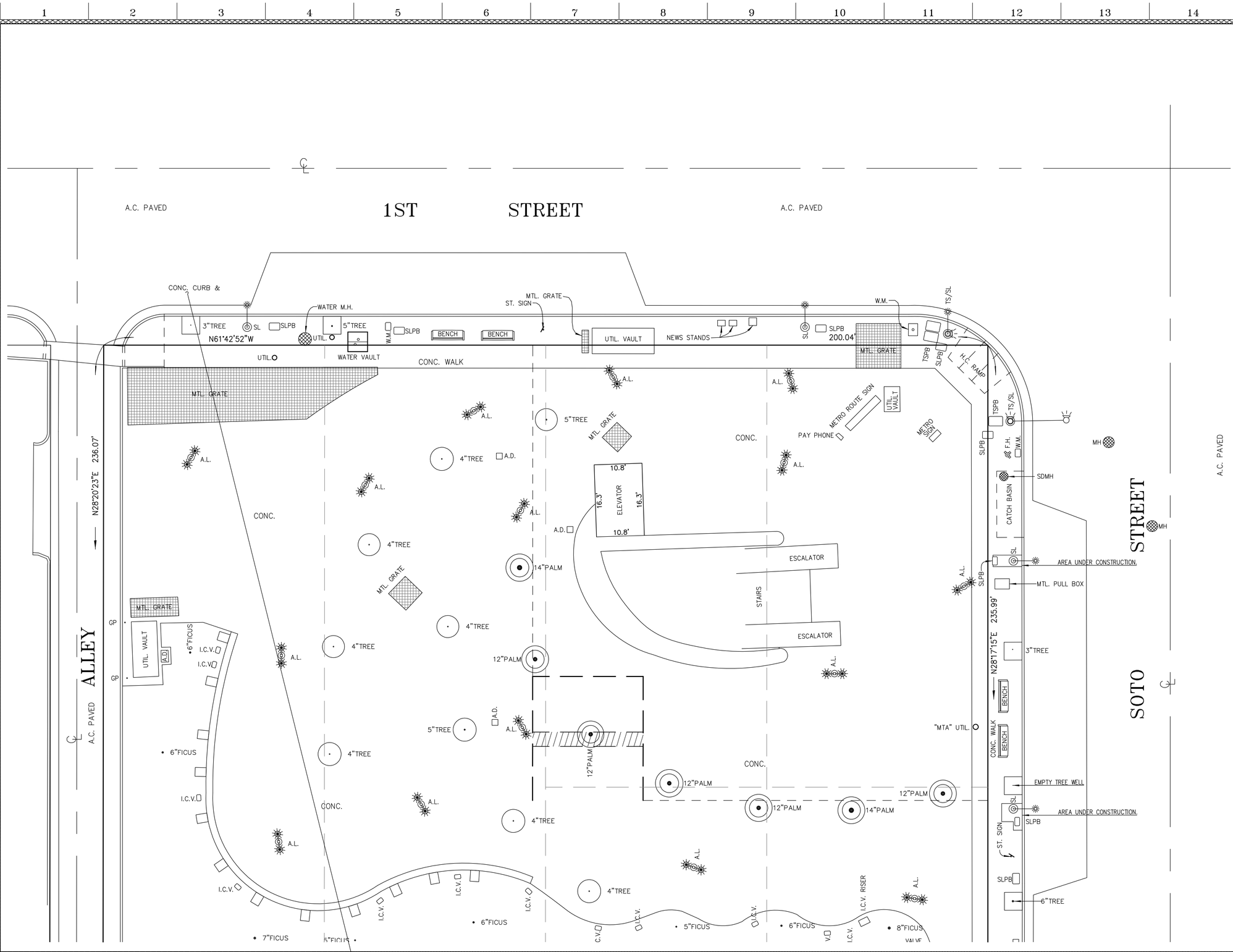
No.

(d) Do you know of any environmental cleanups that have taken place at the *property*?

No.

9) As the *user* of this *ESA*, based on your knowledge and experience related to the *property* are there any *obvious* indications of the presence or likely presence of contamination at the *property*? *(Reference: 40 CFR 312.31 - The degree of obviousness of the presence of likely presence of contamination at the property, and the ability to detect the contamination by appropriate investigation).*

No.



LEGEND:

GRAPHIC SCALE

10' 0' 5' 10' 20' 40

(IN FEET)

1 INCH = 10 FEET

SURVEYOR'S NOTES:

ABBREVIATION LEGEND:

A.C.	=	ASPHALT CONCRETE
A.L.	=	AREA LIGHT
A.D.	=	AREA DRAIN
BLDG.	=	BUILDING
BW	=	BACK OF WALK
C.B.W.	=	CONCRETE BLOCK WALL
C/L	=	CENTERLINE
C.L.F.	=	CHAIN LINK FENCE
CONC.	=	CONCRETE
DIST.	=	DISTANCE
D.W.P.	=	DEPARTMENT OF WATER AND POWER
EP	=	EDGE OF PAVEMENT
ESTAB.	=	ESTABLISHED
FD.	=	FOUND
F.H.	=	FIRE HYDRANT
FG	=	FINISH GRADE
FL	=	FLOW LINE
FS	=	FINISH SURFACE
G.M.	=	GAS METER
G.P.	=	GUARD POST
H.C.	=	HANDICAPPED
I.C.V.	=	IRRIGATION CONTROL VALVE
INT.	=	INTERSECTION
MH	=	MANHOLE
MTL.	=	METAL
P.A.	=	PEDESTRIAN ACCESS
PB	=	PULL BOX
PKWY.	=	PARKWAY
PROP.	=	PROPERTY
R	=	RECORD
REC.	=	RECORD
REF.	=	REFERENCE
SL	=	STREET LIGHT
SLPB	=	STREET LIGHT PULL BOX
S.D.M.H.	=	STORM DRAIN MANHOLE
S.M.H.	=	SEWER MANHOLE
TC	=	TOP OF CURB
TS	=	TRAFFIC SIGNAL
TSPB	=	TRAFFIC SIGNAL PULL BOX
UTIL.	=	UNKNOWN UTILITY
V.A.	=	VEHICULAR ACCESS
W.F.	=	WOOD FENCE
W.I.F.	=	WROUGHT IRON FENCE
W.M.	=	WATER METER
W.V.	=	WATER VALVE

No | Revisions / Submissions | Date

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255 E. EASY STREET UNIT B * SIMI VALLEY * CA * 93065
(805) 527-5299 * FAX (805) 527-2349 * G1SURVEY@AOL.COM

PREPARED FOR:

EAST LA COMMUNITY CORPORATION
530 SOUTH BOYLE AVE.
LOS ANGELES, CA 90033

DRAWING TITLE:

CLARIFIER EXHIBIT

SEAL

BRYAN GENTRY L.S. 6345

DRAWING NAME:	17-120_CLARIFIER_EX
DRAWN XREF'S:	NONE
DRAWN BY:	J.G.
CHECKED BY:	B.G.
DATE:	11/9/17
PROJECT NO.	17-120
SCALE:	1" = 10'
DRAWING NO	1 OF 1

APPENDIX C

119/121 S. Soto Street & 2316/2324 1st St. Phase 1
119 South Soto Street
Los Angeles, CA 90033

Inquiry Number: 4967023.2s
June 14, 2017

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Detail Map	3
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Map Findings	8
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GEOCHECK ADDENDUM

Physical Setting Source Addendum	A-1
Physical Setting Source Summary	A-2
Physical Setting Source Map	A-8
Physical Setting Source Map Findings	A-9
Physical Setting Source Records Searched	PSGR-1

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

119 SOUTH SOTO STREET
LOS ANGELES, CA 90033

COORDINATES

Latitude (North):	34.0434000 - 34° 2' 36.24''
Longitude (West):	118.2104960 - 118° 12' 37.78''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	388264.6
UTM Y (Meters):	3767434.2
Elevation:	302 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5630795 LOS ANGELES, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140513
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
119 SOUTH SOTO STREET
LOS ANGELES, CA 90033

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	SOTO STATION	2322 E 1ST ST	HAZNET	Lower	1 ft.
A2	SOTO STATION	2322 E 1ST ST	HAZNET	Lower	1 ft.
A3	FISHER A H	2336 E 1ST TER	EDR Hist Auto	Lower	25, 0.005, NNE
A4	ENDLICH EDW	2332 E 1ST TER	EDR Hist Auto	Lower	26, 0.005, NNE
A5	SUN CHEW	2318 E 1ST TER	EDR Hist Cleaner	Lower	28, 0.005, North
A6	GUADALAJARA AUTO SAL	111 S SOTO ST	UST, SWEEPS UST, HIST UST	Lower	51, 0.010, East
A7	GUADALAJARA AUTO SAL	111 S SOTO ST	CA FID UST	Lower	51, 0.010, East
A8	BEITCH HARRY	2306 E 1ST TER	EDR Hist Cleaner	Lower	89, 0.017, NNW
A9	NOTOMI H	2304 E 1ST TER	EDR Hist Cleaner	Lower	96, 0.018, NNW
A10	BINDER BROS	100 N SOTO ST	EDR Hist Auto	Lower	167, 0.032, ENE
A11	BINDER BROS	2401 E 1ST TER	EDR Hist Auto	Lower	210, 0.040, ENE
B12	ASOO S	2404 E 1ST TER	EDR Hist Cleaner	Lower	217, 0.041, East
B13	SUPRUNUK YOUART	110 N SOTO ST	EDR Hist Auto	Higher	241, 0.046, NE
C14	MAYFAIR CLEANERS	2234 FIRST ST	RCRA-SQG, DRYCLEANERS, HAZNET	Lower	255, 0.048, NW
C15	KWIK CLEANERS	2234 E 1ST ST	EDR Hist Cleaner	Lower	255, 0.048, NW
C16	MONRREAL MOTOR SERVI	2239 E 1ST ST	RCRA-SQG	Lower	276, 0.052, NNW
C17	MURRY LEFKOWITZ	2239 E 1ST ST	SWEEPS UST, CA FID UST	Lower	276, 0.052, NNW
C18	MONRREAL MOTOR SERVI	2239 E 1ST ST	RCRA-SQG, FINDS, ECHO	Lower	276, 0.052, NNW
C19	FIRST & BREED SUPER	2239 E FIRST	EDR Hist Auto	Lower	276, 0.052, NNW
B20	AVILA JAIRO A	2420 E 1ST ST	EDR Hist Cleaner	Lower	333, 0.063, East
C21	TEMKIN SAML	2224 E 1ST TER	EDR Hist Cleaner	Lower	353, 0.067, NW
B22	GOLDSTEIN SAML	2423 E 1ST TER	EDR Hist Cleaner	Lower	398, 0.075, East
D23	LA BEN FRANKLIN LIBR	2200 E 1ST ST	RCRA-SQG, FINDS, ECHO	Lower	484, 0.092, WNW
24	COHEN SAML	2501 E 1ST TER	EDR Hist Cleaner	Lower	580, 0.110, East
D25	LA FIRE STATION	2127 E 1ST ST	RCRA NonGen / NLR, FINDS, ECHO, HAZNET	Lower	701, 0.133, WNW
D26	FIRE STATION #2	2127 E 1ST ST	HIST UST	Lower	701, 0.133, WNW
D27	FIRE STATION 2	2127 E FIRST ST	HIST UST	Lower	701, 0.133, WNW
D28	LOS ANGELES FIRE STA	2127 E 1ST ST	SWEEPS UST, CA FID UST	Lower	701, 0.133, WNW
E29	MARLENE'S MUFFLER SH	2239 001ST ST E	LUST	Lower	795, 0.151, WNW
30	LOS ANGELES USD BREE	2226 E THIRD ST	RCRA-SQG, FINDS, ECHO	Higher	807, 0.153, WSW
31	LA E/N EAST CHILD CA	233 N BREED	RCRA-SQG, FINDS, ECHO	Higher	959, 0.182, NNE
E32	LAPD - HOLLENBECK GA	2111 E 1ST ST	LUST, UST, SWEEPS UST, HIST UST	Higher	979, 0.185, NW
E33	HOLLENBECK POLICE ST	2111 E 1ST ST	CA FID UST	Higher	979, 0.185, NW
F34	CHEVRON STATION 9066	2333 E 4TH ST	SWEEPS UST, CA FID UST	Higher	980, 0.186, SW
F35	90668	2333 E 4TH ST	HIST UST	Higher	980, 0.186, SW
F36	WINALL #1	401 SOTO ST. S.	LUST	Higher	1013, 0.192, SSW
F37	EAST L A PHOTO AND S	2323 E 4TH ST	RCRA-SQG, FINDS, ECHO, HAZNET	Higher	1013, 0.192, SW
F38	WINALL OIL CO	401 S SOTO ST	UST	Higher	1129, 0.214, SSW
F39	WINALL OIL COMPANY	401 S SOTO ST	SWEEPS UST, CA FID UST	Higher	1129, 0.214, SSW

MAPPED SITES SUMMARY

Target Property Address:
119 SOUTH SOTO STREET
LOS ANGELES, CA 90033

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
G40	CHA SHELL	400 S SOTO ST	SWEEPS UST, CA FID UST	Higher	1129, 0.214, SSW
G41	SHELL SERVICE STATIO	400 S SOTO ST	RCRA-SQG, LUST, UST	Higher	1129, 0.214, SSW
H42	M & Y SERVICE STATIO	2701 001ST ST E	LUST	Higher	1482, 0.281, ESE
H43	M & Y SERVICE STATIO	2701 001ST	HIST UST, HIST CORTESE	Higher	1482, 0.281, ESE
I44	SHELL - KOBASSI	2005 4TH STREET, EAS	LUST	Lower	1662, 0.315, West
I45	SHELL SERVICE STATIO	2005 E FOURTH / CUMM	RCRA-SQG, LUST	Lower	1662, 0.315, West
46	EAST L A RECYCLING C	2750 E 1ST ST	SWRCY	Higher	1852, 0.351, ESE
47	VEGA AUTO SERVICE	1869 001ST ST E	LUST, ENF, HIST CORTESE	Higher	2285, 0.433, WNW
48	SUPER RECYCLING	530 N FICKETT ST	SWRCY	Higher	2473, 0.468, NE
J49	SHELL #204-4534-2700	1900 CESAR CHAVEZ AV	LUST	Higher	2535, 0.480, NNW
J50	SHELL #204-4534-2700	1900 CESAR CHAVEZ	HIST CORTESE	Higher	2535, 0.480, NNW
51	AL SAL OIL #25	1800 4TH ST.	LUST	Lower	2637, 0.499, West
52	MANUAL ARTS NEW ELEM	700 STATE STREET	ENVIROSTOR, SCH	Higher	3321, 0.629, NNW
53	SOTO STREET	1010 SOTO STREET	ENVIROSTOR, SCH	Lower	4549, 0.862, SSW
54	CENTRAL REGION MIDDL	2821 EAST 7TH STREET	ENVIROSTOR, SCH	Higher	4991, 0.945, South

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE ---------- Superfund Enterprise Management System Archive

Federal RCRA CORRACTS facilities list

CORRACTS ---------- Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-LQG ---------- RCRA - Large Quantity Generators
RCRA-CESQG ---------- RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROL ---------- Sites with Institutional Controls

EXECUTIVE SUMMARY

Federal ERNS list

ERNS ---------- Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE ---------- State Response Sites

State and tribal landfill and/or solid waste disposal site lists

SWF/LF ---------- Solid Waste Information System

State and tribal leaking storage tank lists

INDIAN LUST ---------- Leaking Underground Storage Tanks on Indian Land
SLIC ---------- Statewide SLIC Cases

State and tribal registered storage tank lists

FEMA UST ---------- Underground Storage Tank Listing
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
VCP ---------- Voluntary Cleanup Program Properties

State and tribal Brownfields sites

BROWNFIELDS ---------- Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ---------- A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT ---------- Waste Management Unit Database
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

AOCONCERN ---------- San Gabriel Valley Areas of Concern
US HIST CDL ---------- Delisted National Clandestine Laboratory Register
HIST Cal-Sites ---------- Historical Calsites Database
SCH ---------- School Property Evaluation Program

CDL ---------- Clandestine Drug Labs
Toxic Pits ---------- Toxic Pits Cleanup Act Sites
US CDL ---------- National Clandestine Laboratory Register

Local Land Records

LIENS ---------- Environmental Liens Listing
LIENS 2 ---------- CERCLA Lien Information
DEED ---------- Deed Restriction Listing

Records of Emergency Release Reports

HMIRS ---------- Hazardous Materials Information Reporting System
CHMIRS ---------- California Hazardous Material Incident Report System
LDS ---------- Land Disposal Sites Listing
MCS ---------- Military Cleanup Sites Listing
SPILLS 90 ---------- SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS ---------- Formerly Used Defense Sites
DOD ---------- Department of Defense Sites
SCRD DRYCLEANERS ---------- State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR ---------- Financial Assurance Information
EPA WATCH LIST ---------- EPA WATCH LIST
2020 COR ACTION ---------- 2020 Corrective Action Program List
TSCA ---------- Toxic Substances Control Act
TRIS ---------- Toxic Chemical Release Inventory System
SSTS ---------- Section 7 Tracking Systems
ROD ---------- Records Of Decision
RMP ---------- Risk Management Plans
RAATS ---------- RCRA Administrative Action Tracking System
PRP ---------- Potentially Responsible Parties
PADS ---------- PCB Activity Database System
ICIS ---------- Integrated Compliance Information System
FTTS ---------- FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS ---------- Material Licensing Tracking System
COAL ASH DOE ---------- Steam-Electric Plant Operation Data
COAL ASH EPA ---------- Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER ---------- PCB Transformer Registration Database
RADINFO ---------- Radiation Information Database
HIST FTTS ---------- FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS ---------- Incident and Accident Data
CONSENT ---------- Superfund (CERCLA) Consent Decrees
INDIAN RESERV ---------- Indian Reservations
FUSRAP ---------- Formerly Utilized Sites Remedial Action Program
UMTRA ---------- Uranium Mill Tailings Sites
LEAD SMELTERS ---------- Lead Smelter Sites
US AIRS ---------- Aerometric Information Retrieval System Facility Subsystem
US MINES ---------- Mines Master Index File
ABANDONED MINES ---------- Abandoned Mines
FINDS ---------- Facility Index System/Facility Registry System
UXO ---------- Unexploded Ordnance Sites
DOCKET HWC ---------- Hazardous Waste Compliance Docket Listing

ECHO ---------- Enforcement & Compliance History Information
FUELS PROGRAM ---------- EPA Fuels Program Registered Listing
CA BOND EXP. PLAN ---------- Bond Expenditure Plan
Cortese ---------- "Cortese" Hazardous Waste & Substances Sites List
CUPA Listings ---------- CUPA Resources List
EMI ---------- Emissions Inventory Data
ENF ---------- Enforcement Action Listing
Financial Assurance ---------- Financial Assurance Information Listing
ICE ---------- ICE
LOS ANGELES CO. HMS ---------- HMS: Street Number List
HWP ---------- EnviroStor Permitted Facilities Listing
HWT ---------- Registered Hazardous Waste Transporter Database
MINES ---------- Mines Site Location Listing
MWMP ---------- Medical Waste Management Program Listing
NPDES ---------- NPDES Permits Listing
PEST LIC ---------- Pesticide Regulation Licenses Listing
PROC ---------- Certified Processors Database
Notify 65 ---------- Proposition 65 Records
LA Co. Site Mitigation ---------- Site Mitigation List
UIC ---------- UIC Listing
WASTEWATER PITS ---------- Oil Wastewater Pits Listing
WDS ---------- Waste Discharge System
WIP ---------- Well Investigation Program Case List

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP ---------- EDR Proprietary Manufactured Gas Plants

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF ---------- Recovered Government Archive Solid Waste Facilities List
RGA LUST ---------- Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

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.

EXECUTIVE SUMMARY

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 12/12/2016 has revealed that there are 8 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES USD BREE	***2226 E THIRD ST***	***WSW 1/8 - 1/4 (0.153 mi.)***	***30***	***39***
LA E/N EAST CHILD CA	***233 N BREED***	***NNE 1/8 - 1/4 (0.182 mi.)***	***31***	***41***
EAST L A PHOTO AND S	***2323 E 4TH ST***	***SW 1/8 - 1/4 (0.192 mi.)***	***F37***	***53***
SHELL SERVICE STATIO	***400 S SOTO ST***	***SSW 1/8 - 1/4 (0.214 mi.)***	***G41***	***58***

Lower Elevation	Address	Direction / Distance	Map ID	Page
MAYFAIR CLEANERS	***2234 FIRST ST***	***NW 0 - 1/8 (0.048 mi.)***	***C14***	***15***
MONRREAL MOTOR SERVI	2239 E 1ST ST	NNW 0 - 1/8 (0.052 mi.)	C16	19
MONRREAL MOTOR SERVI	***2239 E 1ST ST***	***NNW 0 - 1/8 (0.052 mi.)***	***C18***	***21***
LA BEN FRANKLIN LIBR	***2200 E 1ST ST***	***WNW 0 - 1/8 (0.092 mi.)***	***D23***	***25***

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 01/30/2017 has revealed that there are 3 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MANUAL ARTS NEW ELEM Facility Id: 19840001 Status: No Further Action	***700 STATE STREET***	***NNW 1/2 - 1 (0.629 mi.)***	***52***	***96***
CENTRAL REGION MIDDL Facility Id: 60000584 Status: Inactive - Needs Evaluation	***2821 EAST 7TH STREET***	***S 1/2 - 1 (0.945 mi.)***	***54***	***101***

Lower Elevation	Address	Direction / Distance	Map ID	Page
SOTO STREET	***1010 SOTO STREET***	***SSW 1/2 - 1 (0.862 mi.)***	***53***	***98***

Facility Id: 19000004
Status: Inactive - Action Required

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 10 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LAPD - HOLLENBECK GA	***2111 E 1ST ST***	***NW 1/8 - 1/4 (0.185 mi.)***	***E32***	***42***
Database: LUST, Date of Government Version: 03/13/2017 Status: Completed - Case Closed Global Id: T0603737703				
WINALL #1	401 SOTO ST. S.	SSW 1/8 - 1/4 (0.192 mi.)	F36	49
Database: LUST, Date of Government Version: 03/13/2017 Status: Open - Remediation Global Id: T0603739097				
SHELL SERVICE STATIO	***400 S SOTO ST***	***SSW 1/8 - 1/4 (0.214 mi.)***	***G41***	***58***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 03/13/2017 Status: Completed - Case Closed Facility Id: 900330389 Status: Leak being confirmed Global Id: T0603760383 Global ID: T0603760383				
M & Y SERVICE STATIO	2701 001ST ST E	ESE 1/4 - 1/2 (0.281 mi.)	H42	66
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 03/13/2017 Status: Completed - Case Closed Facility Id: 900330143 Status: Case Closed Global Id: T0603700833 Global ID: T0603700833				
VEGA AUTO SERVICE	***1869 001ST ST E***	***WNW 1/4 - 1/2 (0.433 mi.)***	***47***	***77***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 03/13/2017 Status: Completed - Case Closed Facility Id: 900330198 Status: Remedial action (cleanup) Underway Global Id: T0603700838 Global ID: T0603700838				
SHELL #204-4534-2700	1900 CESAR CHAVEZ AV	NNW 1/4 - 1/2 (0.480 mi.)	J49	84
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 03/13/2017 Status: Completed - Case Closed Facility Id: 900330170				

Status: Remedial action (cleanup) Underway
Global Id: T0603700836
Global ID: T0603700836

Lower Elevation	Address	Direction / Distance	Map ID	Page
MARLENE'S MUFFLER SH	2239 001ST ST E	WNW 1/8 - 1/4 (0.151 mi.)	E29	32
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 03/13/2017 Status: Completed - Case Closed Facility Id: 900330298 Status: Pollution Characterization Global Id: T0603700848 Global ID: T0603700848				
SHELL - KOBASSI	2005 4TH STREET, EAS	W 1/4 - 1/2 (0.315 mi.)	I44	69
Database: LUST, Date of Government Version: 03/13/2017 Status: Completed - Case Closed Global Id: T0603732654				
SHELL SERVICE STATIO	***2005 E FOURTH / CUMM***	***W 1/4 - 1/2 (0.315 mi.)***	***I45***	***72***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 03/13/2017 Status: Completed - Case Closed Facility Id: 900330307 Status: Case Closed Global Id: T0603700849 Global ID: T0603700849				
AL SAL OIL #25	1800 4TH ST.	W 1/4 - 1/2 (0.499 mi.)	51	91
Database: LUST, Date of Government Version: 03/13/2017 Status: Open - Site Assessment Global Id: T0603783818				

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there are 4 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LAPD - HOLLENBECK GA	***2111 E 1ST ST***	***NW 1/8 - 1/4 (0.185 mi.)***	***E32***	***42***
Database: UST, Date of Government Version: 03/12/2017 Facility Id: CAD981656218 Facility Id: 25061				
WINALL OIL CO	401 S SOTO ST	SSW 1/8 - 1/4 (0.214 mi.)	F38	55
Database: UST, Date of Government Version: 03/12/2017 Facility Id: 24378				
SHELL SERVICE STATIO	***400 S SOTO ST***	***SSW 1/8 - 1/4 (0.214 mi.)***	***G41***	***58***
Database: UST, Date of Government Version: 03/12/2017				

Facility Id: 23924

Lower Elevation	Address	Direction / Distance	Map ID	Page
GUADALAJARA AUTO SAL	***111 S SOTO ST***	***E 0 - 1/8 (0.010 mi.)***	***A6***	***11***
Database: UST, Date of Government Version: 03/12/2017 Facility Id: 24318				

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 03/13/2017 has revealed that there are 2 SWRCY sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
EAST L A RECYCLING C Cert Id: RC11354	2750 E 1ST ST	ESE 1/4 - 1/2 (0.351 mi.)	46	76
SUPER RECYCLING Cert Id: RC248362.001	530 N FICKETT ST	NE 1/4 - 1/2 (0.468 mi.)	48	83

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 7 SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LAPD - HOLLENBECK GA Status: A Tank Status: A Comp Number: 2614	***2111 E 1ST ST***	***NW 1/8 - 1/4 (0.185 mi.)***	***E32***	***42***
CHEVRON STATION 9066 Comp Number: 3470	***2333 E 4TH ST***	***SW 1/8 - 1/4 (0.186 mi.)***	***F34***	***46***
WINALL OIL COMPANY Status: A Comp Number: 4707	***401 S SOTO ST***	***SSW 1/8 - 1/4 (0.214 mi.)***	***F39***	***56***
CHA SHELL Status: A Tank Status: A	***400 S SOTO ST***	***SSW 1/8 - 1/4 (0.214 mi.)***	***G40***	***57***

Comp Number: 4466

Lower Elevation	Address	Direction / Distance	Map ID	Page
GUADALAJARA AUTO SAL	***111 S SOTO ST***	***E 0 - 1/8 (0.010 mi.)***	***A6***	***11***
Status: A Tank Status: A Comp Number: 1803				
MURRY LEFKOWITZ	***2239 E 1ST ST***	***NNW 0 - 1/8 (0.052 mi.)***	***C17***	***20***
Comp Number: 5158				
LOS ANGELES FIRE STA	***2127 E 1ST ST***	***WNW 1/8 - 1/4 (0.133 mi.)***	***D28***	***31***
Status: A Tank Status: A Comp Number: 2577				

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 5 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LAPD - HOLLENBECK GA	***2111 E 1ST ST***	***NW 1/8 - 1/4 (0.185 mi.)***	***E32***	***42***
Facility Id: 00000047439				
90668	2333 E 4TH ST	SW 1/8 - 1/4 (0.186 mi.)	F35	48
Facility Id: 00000061874				

Lower Elevation	Address	Direction / Distance	Map ID	Page
GUADALAJARA AUTO SAL	***111 S SOTO ST***	***E 0 - 1/8 (0.010 mi.)***	***A6***	***11***
Facility Id: 00000029478				
FIRE STATION #2	2127 E 1ST ST	WNW 1/8 - 1/4 (0.133 mi.)	D26	30
Facility Id: 00000047394				
FIRE STATION 2	2127 E FIRST ST	WNW 1/8 - 1/4 (0.133 mi.)	D27	30

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 7 CA FID UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HOLLENBECK POLICE ST	2111 E 1ST ST	NW 1/8 - 1/4 (0.185 mi.)	E33	46
Facility Id: 19023507 Status: A				
CHEVRON STATION 9066	***2333 E 4TH ST***	***SW 1/8 - 1/4 (0.186 mi.)***	***F34***	***46***
Facility Id: 19006724 Status: I				
WINALL OIL COMPANY	***401 S SOTO ST***	***SSW 1/8 - 1/4 (0.214 mi.)***	***F39***	***56***

Facility Id: 19009951 Status: A				
CHA SHELL Facility Id: 19034784 Status: A	***400 S SOTO ST***	***SSW 1/8 - 1/4 (0.214 mi.)***	***G40***	***57***

Lower Elevation	Address	Direction / Distance	Map ID	Page
GUADALAJARA AUTO SAL Facility Id: 19036404 Status: A	111 S SOTO ST	E 0 - 1/8 (0.010 mi.)	A7	13
MURRY LEFKOWITZ Facility Id: 19014542 Status: I	***2239 E 1ST ST***	***NNW 0 - 1/8 (0.052 mi.)***	***C17***	***20***
LOS ANGELES FIRE STA Facility Id: 19024393 Status: A	***2127 E 1ST ST***	***WNW 1/8 - 1/4 (0.133 mi.)***	***D28***	***31***

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 12/12/2016 has revealed that there is 1 RCRA NonGen / NLR site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
LA FIRE STATION	***2127 E 1ST ST***	***WNW 1/8 - 1/4 (0.133 mi.)***	***D25***	***27***

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, and dated 03/09/2017 has revealed that there is 1 DRYCLEANERS site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
MAYFAIR CLEANERS EPA Id: CAL000307447	***2234 FIRST ST***	***NW 0 - 1/8 (0.048 mi.)***	***C14***	***15***

HAZNET: The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000-1,000,000 annually, representing approximately 350,000-500,000 shipments. Data from non-California manifests & continuation sheets are not included at the present time. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, & disposal method. The source is the Department of Toxic Substance Control is the agency. This database begins with calendar year 1993.

A review of the HAZNET list, as provided by EDR, and dated 12/31/2015 has revealed that there are 2 HAZNET sites within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SOTO STATION GEPAID: CAP000158378	2322 E 1ST ST	0 - 1/8 (0.000 mi.)	A1	8
SOTO STATION GEPAID: CAP000158014	2322 E 1ST ST	0 - 1/8 (0.000 mi.)	A2	9

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 3 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
M & Y SERVICE STATIO Reg Id: 900330143	***2701 001ST***	***ESE 1/4 - 1/2 (0.281 mi.)***	***H43***	***68***
VEGA AUTO SERVICE Reg Id: 900330198	***1869 001ST ST E***	***WNW 1/4 - 1/2 (0.433 mi.)***	***47***	***77***
SHELL #204-4534-2700 Reg Id: 900330170	1900 CESAR CHAVEZ	NNW 1/4 - 1/2 (0.480 mi.)	J50	91

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.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SUPRUNUK YOUART	110 N SOTO ST	NE 0 - 1/8 (0.046 mi.)	B13	14

EXECUTIVE SUMMARY

Lower Elevation	Address	Direction / Distance	Map ID	Page
FISHER A H	2336 E 1ST TER	NNE 0 - 1/8 (0.005 mi.)	A3	10
ENDLICH EDW	2332 E 1ST TER	NNE 0 - 1/8 (0.005 mi.)	A4	10
BINDER BROS	100 N SOTO ST	ENE 0 - 1/8 (0.032 mi.)	A10	14
BINDER BROS	2401 E 1ST TER	ENE 0 - 1/8 (0.040 mi.)	A11	14
FIRST & BREED SUPER	2239 E FIRST	NNW 0 - 1/8 (0.052 mi.)	C19	22

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there are 9 EDR Hist Cleaner sites within approximately 0.125 miles of the target property.

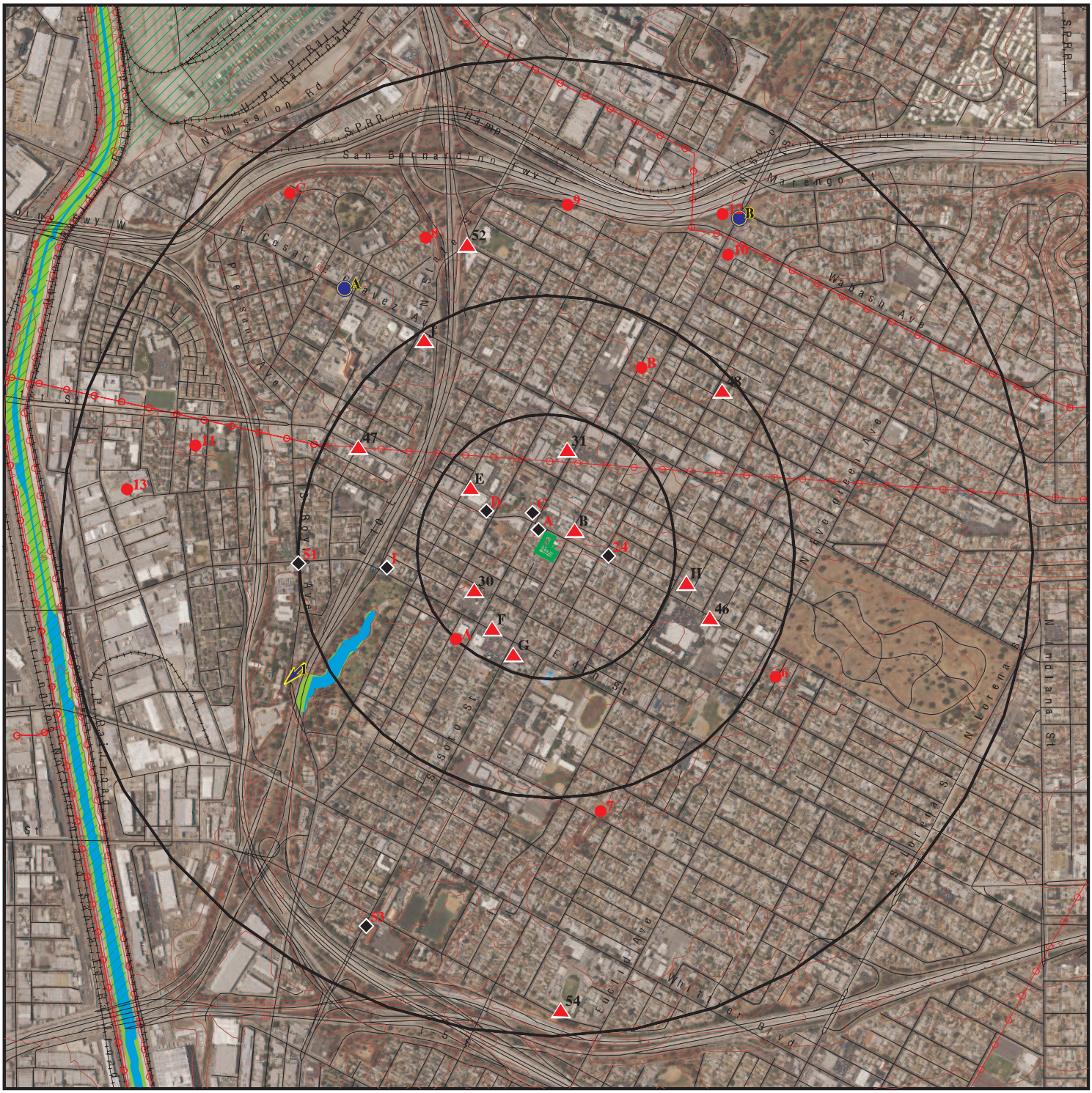
Lower Elevation	Address	Direction / Distance	Map ID	Page
SUN CHEW	2318 E 1ST TER	N 0 - 1/8 (0.005 mi.)	A5	11
BEITCH HARRY	2306 E 1ST TER	NNW 0 - 1/8 (0.017 mi.)	A8	13
NOTOMI H	2304 E 1ST TER	NNW 0 - 1/8 (0.018 mi.)	A9	13
ASOO S	2404 E 1ST TER	E 0 - 1/8 (0.041 mi.)	B12	14
KWIK CLEANERS	2234 E 1ST ST	NW 0 - 1/8 (0.048 mi.)	C15	18
AVILA JAIRO A	2420 E 1ST ST	E 0 - 1/8 (0.063 mi.)	B20	24
TEMKIN SAML	2224 E 1ST TER	NW 0 - 1/8 (0.067 mi.)	C21	24
GOLDSTEIN SAML	2423 E 1ST TER	E 0 - 1/8 (0.075 mi.)	B22	25
COHEN SAML	2501 E 1ST TER	E 0 - 1/8 (0.110 mi.)	24	26

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 2 records.

Site Name	Database(s)
DENA NEW PRIMARY CENTER	ENVIROSTOR, SCH
CENTRAL REGION HIGH SCHOOL #15	ENVIROSTOR, SCH

OVERVIEW MAP - 4967023.2S



This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	119/121 S. Soto Street & 2316/2324 1st St. Phase 1	CLIENT:	Geocon Geotechnical & Env
ADDRESS:	119 South Soto Street Los Angeles CA 90033	CONTACT:	Mike Akoto
LAT/LONG:	34.0434 / 118.210496	INQUIRY #:	4967023.2s
		DATE:	June 14, 2017 9:41 pm

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DETAIL MAP - 4967023.2S



- 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
- 100-year flood zone
- 500-year flood zone
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	119/121 S. Soto Street & 2316/2324 1st St. Phase 1	CLIENT:	Geocon Geotechnical & Env
ADDRESS:	119 South Soto Street Los Angeles CA 90033	CONTACT:	Mike Akoto
LAT/LONG:	34.0434 / 118.210496	INQUIRY #:	4967023.2s
		DATE:	June 14, 2017 9:45 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	0.001		0	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		4	4	NR	NR	NR	8
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		0	0	0	3	NR	3
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST	0.500		0	4	6	NR	NR	10

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
SLIC	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		1	3	NR	NR	NR	4
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	2	NR	NR	2
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
Local Lists of Hazardous waste / Contaminated Sites								
AOCONCERN	1.000		0	0	0	0	NR	0
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		2	5	NR	NR	NR	7
HIST UST	0.250		1	4	NR	NR	NR	5
CA FID UST	0.250		2	5	NR	NR	NR	7
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		0	NR	NR	NR	NR	0
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	1	NR	NR	NR	1
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	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	0.001		0	NR	NR	NR	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	0.001		0	NR	NR	NR	NR	0
FINDS	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
ECHO	0.001		0	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		0	0	NR	NR	NR	0
DRYCLEANERS	0.250		1	0	NR	NR	NR	1
EMI	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
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		2	NR	NR	NR	NR	2
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	0	3	NR	NR	3
LOS ANGELES CO. HMS	0.001		0	NR	NR	NR	NR	0
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.001		0	NR	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
LA Co. Site Mitigation	0.001		0	NR	NR	NR	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	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		9	NR	NR	NR	NR	9
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		0	28	26	11	3	0	68

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 **SOTO STATION** **HAZNET** **S113171393**
2322 E 1ST ST **N/A**
< 1/8 **LOS ANGELES, CA 90033**
1 ft.

Site 1 of 11 in cluster A

Relative: HAZNET:
Lower

envid:	S113171393
Year:	2005
GEPAID:	CAP000158378
Contact:	KATHLEEN SWEET
Telephone:	2139227303
Mailing Name:	Not reported
Mailing Address:	ONE GATEWAY PLAZA
Mailing City,St,Zip:	LOS ANGELES, CA 90012
Gen County:	Not reported
TSD EPA ID:	CAT000646117
TSD County:	Not reported
Waste Category:	Contaminated soil from site clean-up
Disposal Method:	Disposal, Land Fill
Tons:	99.45
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Actual:
300 ft.

envid:	S113171393
Year:	2005
GEPAID:	CAP000158378
Contact:	KATHLEEN SWEET
Telephone:	2139227303
Mailing Name:	Not reported
Mailing Address:	ONE GATEWAY PLAZA
Mailing City,St,Zip:	LOS ANGELES, CA 90012
Gen County:	Not reported
TSD EPA ID:	CAT000646117
TSD County:	Not reported
Waste Category:	Contaminated soil from site clean-up
Disposal Method:	Not reported
Tons:	15.17
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113171393
Year:	2005
GEPAID:	CAP000158378
Contact:	KATHLEEN SWEET
Telephone:	2139227303
Mailing Name:	Not reported
Mailing Address:	ONE GATEWAY PLAZA
Mailing City,St,Zip:	LOS ANGELES, CA 90012
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Not reported
Tons:	2.91
Cat Decode:	Not reported
Method Decode:	Not reported

SOTO STATION (Continued) **S113171393**

Facility County: Los Angeles

envid: S113171393
Year: 2004
GEPAID: CAP000158378
Contact: KATHLEEN SWEET
Telephone: 2139227303
Mailing Name: Not reported
Mailing Address: ONE GATEWAY PLAZA
Mailing City,St,Zip: LOS ANGELES, CA 90012
Gen County: Not reported
TSD EPA ID: CAT000646117
TSD County: Not reported
Waste Category: Contaminated soil from site clean-up
Disposal Method: Disposal, Land Fill
Tons: 257.89
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113171393
Year: 2004
GEPAID: CAP000158378
Contact: KATHLEEN SWEET
Telephone: 2139227303
Mailing Name: Not reported
Mailing Address: ONE GATEWAY PLAZA
Mailing City,St,Zip: LOS ANGELES, CA 90012
Gen County: Not reported
TSD EPA ID: CAT000646117
TSD County: Not reported
Waste Category: Contaminated soil from site clean-up
Disposal Method: Not reported
Tons: 121.36
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

A2 **SOTO STATION** **HAZNET** **S113171389**
2322 E 1ST ST **N/A**
< 1/8 **LOS ANGELES, CA 90033**
1 ft.

Site 2 of 11 in cluster A

Relative: HAZNET:
Lower
envid: S113171389
Year: 2004
Actual: GEPAID: CAP000158014
300 ft. Contact: KATHLEEN SWEET
Telephone: 2139227303
Mailing Name: Not reported
Mailing Address: ONE GATEWAY PLAZA
Mailing City,St,Zip: LOS ANGELES, CA 90012
Gen County: Not reported
TSD EPA ID: NVT330010000

SOTO STATION (Continued) **S113171389**

TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Disposal, Other
Tons:	233.45
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles
envid:	S113171389
Year:	2004
GEPAID:	CAP000158014
Contact:	KATHLEEN SWEET
Telephone:	2139227303
Mailing Name:	Not reported
Mailing Address:	ONE GATEWAY PLAZA
Mailing City,St,Zip:	LOS ANGELES, CA 90012
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Disposal, Land Fill
Tons:	53.93
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

A3 **FISHER A H** **EDR Hist Auto** **1009084805**
NNE **2336 E 1ST TER** **N/A**
< 1/8 **LOS ANGELES, CA**
0.005 mi.
25 ft. **Site 3 of 11 in cluster A**

Relative: EDR Hist Auto
Lower

Year:	Name:	Type:
Actual: 1942	FISHER A H	GASOLINE AND OIL SERVICE STATIONS
300 ft.		

A4 **ENDLICH EDW** **EDR Hist Auto** **1009079220**
NNE **2332 E 1ST TER** **N/A**
< 1/8 **LOS ANGELES, CA**
0.005 mi.
26 ft. **Site 4 of 11 in cluster A**

Relative: EDR Hist Auto
Lower

Year:	Name:	Type:
Actual: 1924	BAGGE BROS	AUTOMOBILE SERVICE STATIONS
300 ft. 1933	SIGEL BARRET	GASOLINE AND OIL SERVICE STATIONS
1937	ADLER ABR	GASOLINE AND OIL SERVICE STATIONS
1942	ENDLICH EDW	AUTOMOBILE REPAIRING

A5 **SUN CHEW** **EDR Hist Cleaner** **1009190403**
North **2318 E 1ST TER** **N/A**
< 1/8 **LOS ANGELES, CA**
0.005 mi.
28 ft. **Site 5 of 11 in cluster A**

Relative: EDR Hist Cleaner
Lower

Year:	Name:	Type:
Actual: 1937	SUN CHEW	LAUNDRIES CHINESE
300 ft.		

A6 **GUADALAJARA AUTO SALES** **UST** **U001561353**
East **111 S SOTO ST** **SWEEPS UST** **N/A**
< 1/8 **LOS ANGELES, CA 90033** **HIST UST**
0.010 mi.
51 ft. **Site 6 of 11 in cluster A**

Relative: UST:
Lower

Facility ID:	24318
Permitting Agency:	LOS ANGELES, CITY OF
Actual: Latitude:	34.04347
301 ft. Longitude:	-118.20994

SWEEPS UST:

Status:	Active
Comp Number:	1803
Number:	9
Board Of Equalization:	44-011976
Referral Date:	01-22-93
Action Date:	03-24-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-001803-000001
Tank Status:	A
Capacity:	10000
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	3

Status:	Active
Comp Number:	1803
Number:	9
Board Of Equalization:	44-011976
Referral Date:	01-22-93
Action Date:	03-24-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-001803-000002
Tank Status:	A
Capacity:	10000
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status: Active

GUADALAJARA AUTO SALES (Continued) **U001561353**

Comp Number: 1803
Number: 9
Board Of Equalization: 44-011976
Referral Date: 01-22-93
Action Date: 03-24-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001803-000003
Tank Status: A
Capacity: 10000
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

HIST UST:
File Number: 00026352
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026352.pdf
Region: STATE
Facility ID: 00000029478
Facility Type: Gas Station
Other Type: Not reported
Contact Name: Not reported
Telephone: 2132643556
Owner Name: ANGEL M. BECERRA
Owner Address: 111 S. SOTO ST.
Owner City,St,Zip: LOS ANGELES, CA 90033
Total Tanks: 0003

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: None

GUADALAJARA AUTO SALES (Continued) **U001561353**

Click here for Geo Tracker PDF:

A7 **GUADALAJARA AUTO SALES** **CA FID UST** **S101617362**
East **111 S SOTO ST** **N/A**
< 1/8 **LOS ANGELES, CA 90033**
0.010 mi.
51 ft. **Site 7 of 11 in cluster A**

Relative:
Lower

Actual:
301 ft.

CA FID UST:

Facility ID:	19036404
Regulated By:	UTNKA
Regulated ID:	00029478
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132643556
Mail To:	Not reported
Mailing Address:	111 S SOTO ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900330000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

A8 **BEITCH HARRY** **EDR Hist Cleaner** **1009192295**
NNW **2306 E 1ST TER** **N/A**
< 1/8 **LOS ANGELES, CA**
0.017 mi.
89 ft. **Site 8 of 11 in cluster A**

Relative:
Lower

Actual:
300 ft.

EDR Hist Cleaner

Year:	Name:	Type:
1942	BEITCH HARRY	LAUNDRIES HAND

A9 **NOTOMI H** **EDR Hist Cleaner** **1009189491**
NNW **2304 E 1ST TER** **N/A**
< 1/8 **LOS ANGELES, CA**
0.018 mi.
96 ft. **Site 9 of 11 in cluster A**

Relative:
Lower

Actual:
300 ft.

EDR Hist Cleaner

Year:	Name:	Type:
1929	NOTOMI H	CLOTHES PRESSERS CLEANERS AND REPAIRERS
1933	NOTOMI HIROSHI	CLOTHES PRESSERS AND CLEANERS
1937	NOTOMI H	CLOTHES PRESSERS AND CLEANERS

A10 **BINDER BROS** **EDR Hist Auto** **1009079871**
ENE **100 N SOTO ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.032 mi.
167 ft. **Site 10 of 11 in cluster A**

Relative: EDR Hist Auto
Lower

	Year:	Name:	Type:
Actual:	1933	BINDER BROS	GASOLINE AND OIL SERVICE STATIONS
300 ft.	1937	BINDER BROS	GASOLINE AND OIL SERVICE STATIONS

A11 **BINDER BROS** **EDR Hist Auto** **1009080600**
ENE **2401 E 1ST TER** **N/A**
< 1/8 **LOS ANGELES, CA**
0.040 mi.
210 ft. **Site 11 of 11 in cluster A**

Relative: EDR Hist Auto
Lower

	Year:	Name:	Type:
Actual:	1929	BINDER BROS	GASOLINE AND OIL SERVICE STATION
300 ft.			

B12 **ASOO S** **EDR Hist Cleaner** **1009187797**
East **2404 E 1ST TER** **N/A**
< 1/8 **LOS ANGELES, CA**
0.041 mi.
217 ft. **Site 1 of 4 in cluster B**

Relative: EDR Hist Cleaner
Lower

	Year:	Name:	Type:
Actual:	1937	ASOO S	CLOTHES PRESSERS AND CLEANERS
300 ft.			

B13 **SUPRUNUK YOUART** **EDR Hist Auto** **1009080802**
NE **110 N SOTO ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.046 mi.
241 ft. **Site 2 of 4 in cluster B**

Relative: EDR Hist Auto
Higher

	Year:	Name:	Type:
Actual:	1929	SUPRUNUK YOUART	AUTOMOBILE REPAIRING AND SERVICE STATIONS
304 ft.	1933	EDELSTEIN SAML	AUTOMOBILE REPAIRING
	1937	SIGAL MORRIS	AUTOMOBILE REPAIRING

C14 **MAYFAIR CLEANERS** **RCRA-SQG** **1000227714**
NW **2234 FIRST ST** **DRYCLEANERS** **CAD981621972**
< 1/8 **LOS ANGELES, CA 90033** **HAZNET**
0.048 mi.
255 ft. **Site 1 of 7 in cluster C**

Relative:
Lower

Actual:
299 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	MAYFAIR CLEANERS
Facility address:	2234 FIRST ST LOS ANGELES, CA 90033
EPA ID:	CAD981621972
Mailing address:	FIRST ST LOS ANGELES, CA 90033
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:	GUADALUPE VILLA
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

MAYFAIR CLEANERS (Continued) **1000227714**

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

DRYCLEANERS:
EPA Id: CAL000307447
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 05/30/2006
Facility Active: No
Inactive Date: 06/30/2008
Facility Addr2: Not reported
Owner Name: MARTHA VILLA
Owner Address: 2234 E 1ST ST
Owner Address 2: Not reported
Owner Telephone: 3232695360
Contact Name: MARTHA VILLA
Contact Address: 2234 E 1ST ST
Contact Address 2: Not reported
Contact Telephone: 3232695360
Mailing Name: Not reported
Mailing Address 1: 2234 E 1ST ST
Mailing Address 2: Not reported
Mailing City: LOS ANGELES
Mailing State: CA
Mailing Zip: 90033
Owner Fax: Not reported
Region Code: 3

HAZNET:
envid: 1000227714
Year: 2006
GEPAID: CAD981621972
Contact: M VILLA & CRISTOBAL VERGARA
Telephone: 3232695360
Mailing Name: Not reported
Mailing Address: 2234 E 1ST ST
Mailing City,St,Zip: LOS ANGELES, CA 900333902
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.22
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

MAYFAIR CLEANERS (Continued) **1000227714**

envid: 1000227714
Year: 2006
GEPAID: CAD981621972
Contact: M VILLA & CRISTOBAL VERGARA
Telephone: 3232695360
Mailing Name: Not reported
Mailing Address: 2234 E 1ST ST
Mailing City,St,Zip: LOS ANGELES, CA 900333902
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Recycler
Tons: Not reported
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000227714
Year: 2006
GEPAID: CAD981621972
Contact: M VILLA & CRISTOBAL VERGARA
Telephone: 3232695360
Mailing Name: Not reported
Mailing Address: 2234 E 1ST ST
Mailing City,St,Zip: LOS ANGELES, CA 900333902
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Recycler
Tons: Not reported
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000227714
Year: 2006
GEPAID: CAD981621972
Contact: M VILLA & CRISTOBAL VERGARA
Telephone: 3232695360
Mailing Name: Not reported
Mailing Address: 2234 E 1ST ST
Mailing City,St,Zip: LOS ANGELES, CA 900333902
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.22
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000227714
Year: 2005

MAYFAIR CLEANERS (Continued) **1000227714**

GEPAID:	CAD981621972
Contact:	M VILLA & CRISTOBAL VERGARA
Telephone:	3232695360
Mailing Name:	Not reported
Mailing Address:	2234 E 1ST ST
Mailing City,St,Zip:	LOS ANGELES, CA 900333902
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Not reported
Tons:	Not reported
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
27 additional CA_HAZNET: record(s) in the EDR Site Report.

C15 **KWIK CLEANERS** **EDR Hist Cleaner** **1009126968**
NW **2234 E 1ST ST** **N/A**
< 1/8 **LOS ANGELES, CA 90033**
0.048 mi.
255 ft. **Site 2 of 7 in cluster C**

Relative: EDR Hist Cleaner
Lower

Actual: **299 ft.**

Year:	Name:	Type:
1993	KWIK CLEANERS	Drycleaning Plants, Except Rugs
1994	KWIK CLEANERS	Drycleaning Plants, Except Rugs
1995	KWIK CLEANERS	Not reported
1995	KWIK CLEANERS	Drycleaning Plants, Except Rugs
1996	KWIK CLEANERS	Drycleaning Plants, Except Rugs
1997	KWIK CLEANERS	Drycleaning Plants, Except Rugs
1998	KWIK CLEANERS	Drycleaning Plants, Except Rugs
1999	KWIK CLEANERS	Drycleaning Plants, Except Rugs
2000	KWIK CLEANERS	Drycleaning Plants, Except Rugs
2001	KWIK CLEANERS	Drycleaning Plants, Except Rugs
2002	KWIK CLEANERS	Drycleaning Plants, Except Rugs
2003	KWIK CLEANERS	Drycleaning Plants, Except Rugs
2004	KWIK CLEANERS	Drycleaning Plants, Except Rugs
2005	KWIK CLEANERS	Drycleaning Plants, Except Rugs
2006	KWIK CLEANERS	Drycleaning Plants, Except Rugs
2007	KWIK CLEANERS	Drycleaning Plants, Except Rugs
2008	KWIK CLEANERS	Drycleaning Plants, Except Rugs
2009	KWIK CLEANERS	Drycleaning Plants, Except Rugs
2010	KWIK CLEANERS	Drycleaning Plants, Except Rugs
2011	KWIK CLEANERS	Drycleaning Plants, Except Rugs

C16 **MONRREAL MOTOR SERVICE** **RCRA-SQG** **1000368724**
NNW **2239 E 1ST ST** **CAD981677610**
< 1/8 **LOS ANGELES, CA 90023**
0.052 mi.
276 ft. **Site 3 of 7 in cluster C**

Relative:
Lower

Actual:
300 ft.

RCRA-SQG:

Date form received by agency:	10/06/1986
Facility name:	MONRREAL MOTOR SERVICE
Facility address:	2239 E 1ST ST LOS ANGELES, CA 90023
EPA ID:	CAD981677610
Mailing address:	E 1ST ST LOS ANGELES, CA 90023
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2239 E 1ST ST LOS ANGELES, CA 90023
Contact country:	US
Contact telephone:	(213) 262-6860
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
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	RAFAEL LOPEZ MONRREAL
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

MONRREAL MOTOR SERVICE (Continued) **1000368724**

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

C17 **MURRY LEFKOWITZ** **SWEEPS UST** **S101584699**
NNW **2239 E 1ST ST** **CA FID UST** **N/A**
< 1/8 **LOS ANGELES, CA 90033**
0.052 mi.
276 ft. **Site 4 of 7 in cluster C**

Relative:
Lower

Actual:
300 ft.

SWEEPS UST:
Status: Not reported
Comp Number: 5158
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19014542
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2132636711
Mail To: Not reported
Mailing Address: 2239 E 1ST ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900330000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

C18 **MONRREAL MOTOR SERVICE** **RCRA-SQG** **1000134634**
NNW **2239 E 1ST ST** **FINDS** **CAD982013617**
< 1/8 **LOS ANGELES, CA 90023** **ECHO**
0.052 mi.
276 ft. **Site 5 of 7 in cluster C**

Relative:
Lower

Actual:
300 ft.

RCRA-SQG:

Date form received by agency:	07/13/1987
Facility name:	C V TRANSMISSION
Facility address:	2239 E 1ST ST LOS ANGELES, CA 90033
EPA ID:	CAD982013617
Mailing address:	E FIRST ST LOS ANGELES, CA 90033
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2239 E FIRST ST LOS ANGELES, CA 90033
Contact country:	US
Contact telephone:	(213) 268-5219
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:	CRISOFORO R ALEMAN
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

MONRREAL MOTOR SERVICE (Continued) **1000134634**

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: 110002747822

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Registry ID: 110009542227

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: 1000134634
Registry ID: 110002747822
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002747822

Envid: 1000134634
Registry ID: 110009542227
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110009542227

C19 **FIRST & BREED SUPER SERVICE** **EDR Hist Auto** **1009078433**
NNW **2239 E FIRST** **N/A**
< 1/8 **LOS ANGELES, CA 90033**
0.052 mi.
276 ft. **Site 6 of 7 in cluster C**

Relative:
Lower

EDR Hist Auto

Actual:
300 ft.

Year:	Name:	Type:
1929	WRIGHT D G	GASOLINE AND OIL SERVICE STATION
1942	STERNFELD SAML	GASOLINE AND OIL SERVICE STATIONS
1969	FIRST & BREED SUPER SERVICE	Gasoline Service Stations
1970	FIRST & BREED SUPER SERVICE	Gasoline Service Stations

FIRST & BREED SUPER SERVICE (Continued) **1009078433**

1971	FIRST & BREED SUPER SERVICE	Gasoline Service Stations
1972	FIRST & BREED SUPER SERVICE	Gasoline Service Stations
1973	FIRST & BREED SUPER SERVICE	Gasoline Service Stations
1974	FIRST & BREED SUPER SERVICE	Gasoline Service Stations
1975	FIRST & BREED MOBILE CO	Gasoline Service Stations
1975	FIRST & BREED SUPER SERVICE	Gasoline Service Stations
1976	FIRST & BREED MOBILE CO	Gasoline Service Stations
1977	FIRST & BREED MOBILE CO	Gasoline Service Stations
1978	FIRST & BREED MOBILE CO	Gasoline Service Stations
1979	FIRST & BREED MOBILE CO	Gasoline Service Stations
1979	FIRST & BREED MOBILE CO	Gasoline Service Stations
1980	FIRST & BREED MOBILE CO	Gasoline Service Stations
1982	FIRST & BREED MOBILE CO	Gasoline Service Stations
1989	TRANSMISSION AUTO REPAIR	General Automotive Repair Shops
1989	HENRY RADIATOR	General Automotive Repair Shops
1989	MARLENES MUFFLER SHOP	General Automotive Repair Shops
1989	MONRREAL MOTOR SERVICE	General Automotive Repair Shops
1989	MONREAL MOTOR SERVICE	General Automotive Repair Shops
1990	MONREAL MOTOR SERVICE	General Automotive Repair Shops
1991	MONRREAL MOTOR SERVICE	General Automotive Repair Shops
1991	HENRY RADIATOR	General Automotive Repair Shops
1991	MARLENES MUFFLER SHOP	General Automotive Repair Shops
1991	TRANSMISSION AUTO REPAIR	General Automotive Repair Shops
1991	MONREAL MOTOR SERVICE	General Automotive Repair Shops
1992	MARLENES MUFFLER SHOP	General Automotive Repair Shops
1992	HENRY RADIATOR	General Automotive Repair Shops
1992	MONRREAL MOTOR SERVICE	General Automotive Repair Shops
1992	MONREAL MOTOR SERVICE	General Automotive Repair Shops
1992	TRANSMISSION AUTO REPAIR	General Automotive Repair Shops
1993	TRANSMISSION AUTO REPAIR	General Automotive Repair Shops
1993	MARLENES MUFFLER SHOP	General Automotive Repair Shops
1993	HENRY RADIATOR	General Automotive Repair Shops
1993	MONRREAL MOTOR SERVICE	General Automotive Repair Shops
1993	MONREAL MOTOR SERVICE	General Automotive Repair Shops
1994	TRANSMISSION AUTO REPAIR	General Automotive Repair Shops
1994	HENRY RADIATOR	General Automotive Repair Shops
1994	MONRREAL MOTOR SERVICE	General Automotive Repair Shops
1994	MONREAL MOTOR SERVICE	General Automotive Repair Shops
1994	MARLENES MUFFLER SHOP	General Automotive Repair Shops
1995	MARLENES MUFFLER SHOP	General Automotive Repair Shops
1995	TRANSMISSION AUTO REPAIR	General Automotive Repair Shops
1995	HENRY RADIATOR	General Automotive Repair Shops
1995	MONREAL MOTOR SERVICE	General Automotive Repair Shops
1996	HENRY RADIATOR	General Automotive Repair Shops
1996	MARLENES MUFFLER SHOP	General Automotive Repair Shops
1996	CD TRANSMISSION	General Automotive Repair Shops
1997	HENRY RADIATOR	General Automotive Repair Shops
1997	MARLENES MUFFLER SHOP	General Automotive Repair Shops
1997	CD TRANSMISSION	General Automotive Repair Shops
1998	CD TRANSMISSION	General Automotive Repair Shops
1998	HENRY RADIATOR	General Automotive Repair Shops
1998	MARLENES MUFFLER SHOP	General Automotive Repair Shops
1999	HENRY RADIATOR	General Automotive Repair Shops
1999	CD TRANSMISSION	General Automotive Repair Shops
1999	MARLENES MUFFLER SHOP	General Automotive Repair Shops
2000	MARLENES MUFFLER SHOP	General Automotive Repair Shops
2000	HENRY RADIATOR	General Automotive Repair Shops

FIRST & BREED SUPER SERVICE (Continued) **1009078433**

2000	CD TRANSMISSION	General Automotive Repair Shops
2001	HENRY RADIATOR	General Automotive Repair Shops
2001	MARLENES MUFFLER SHOP	General Automotive Repair Shops
2001	CD TRANSMISSION	General Automotive Repair Shops
2002	CD TRANSMISSION	General Automotive Repair Shops
2002	HENRY RADIATOR	General Automotive Repair Shops
2002	MARLENES MUFFLER SHOP	General Automotive Repair Shops
2003	MARLENES MUFFLER SHOP	General Automotive Repair Shops
2003	CD TRANSMISSION	General Automotive Repair Shops
2003	HENRY RADIATOR	General Automotive Repair Shops
2004	MARLENES MUFFLER SHOP	General Automotive Repair Shops
2004	HENRY RADIATOR	General Automotive Repair Shops
2005	MARLENES MUFFLER SHOP	General Automotive Repair Shops
2006	MARLENES MUFFLER SHOP	General Automotive Repair Shops
2007	MARLENES MUFFLER SHOP	General Automotive Repair Shops
2008	MARLENES MUFFLER SHOP	General Automotive Repair Shops
2009	MARLENES MUFFLER SHOP	General Automotive Repair Shops
2010	MARLENES MUFFLER SHOP	General Automotive Repair Shops
2011	MARLENES MUFFLER SHOP	General Automotive Repair Shops
2012	MARLENES MUFFLER SHOP	General Automotive Repair Shops
2013	MARLENES MUFFLER SHOP	General Automotive Repair Shops

B20 **AVILA JAIRO A** **EDR Hist Cleaner** **1018443787**
East **2420 E 1ST ST** **N/A**
< 1/8 **LOS ANGELES, CA 90033**
0.063 mi.
333 ft. **Site 3 of 4 in cluster B**

Relative: EDR Hist Cleaner
Lower

Actual: **300 ft.**

Year:	Name:	Type:
2006	AVILA JAIRO A	Carpet And Upholstery Cleaning
2007	AVILA JAIRO A	Carpet And Upholstery Cleaning
2008	AVILA JAIRO A	Carpet And Upholstery Cleaning
2009	AVILA JAIRO A	Carpet And Upholstery Cleaning
2010	AVILA JAIRO A	Carpet And Upholstery Cleaning
2011	AVILA JAIRO A	Carpet And Upholstery Cleaning
2012	AVILA JAIRO A	Carpet And Upholstery Cleaning
2013	AVILA JAIRO A	Carpet And Upholstery Cleaning
2014	AVILA JAIRO A	Carpet And Upholstery Cleaning

C21 **TEMKIN SAML** **EDR Hist Cleaner** **1009189620**
NW **2224 E 1ST TER** **N/A**
< 1/8 **LOS ANGELES, CA**
0.067 mi.
353 ft. **Site 7 of 7 in cluster C**

Relative: EDR Hist Cleaner
Lower

Actual: **299 ft.**

Year:	Name:	Type:
1933	TEMKIN SAML	CLOTHES PRESSERS AND CLEANERS
1937	TEMKIN SAML	CLOTHES PRESSERS AND CLEANERS

B22 **GOLDSTEIN SAML** **EDR Hist Cleaner** **1009189860**
East **2423 E 1ST TER** **N/A**
< 1/8 **LOS ANGELES, CA**
0.075 mi.
398 ft. **Site 4 of 4 in cluster B**

Relative: EDR Hist Cleaner
Lower

	Year:	Name:	Type:
Actual:	1933	GOLDSTEIN SAML	CLOTHES PRESSERS AND CLEANERS
300 ft.	1937	GOLDSTEIN SAML	CLOTHES PRESSERS AND CLEANERS

D23 **LA BEN FRANKLIN LIBRARY** **RCRA-SQG** **1000162455**
WNW **2200 E 1ST ST** **FINDS** **CAD981989932**
< 1/8 **LOS ANGELES, CA 90033** **ECHO**
0.092 mi.
484 ft. **Site 1 of 5 in cluster D**

Relative: RCRA-SQG:
Lower

Date form received by agency:	03/25/1987
Facility name:	LA BEN FRANKLIN LIBRARY
Facility address:	2200 E 1ST ST LOS ANGELES, CA 90033
EPA ID:	CAD981989932
Mailing address:	200 N MAIN RM EIGHTH HUNDREDCH LOS ANGELES, CA 90012
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2200 E 1ST ST LOS ANGELES, CA 90033
Contact country:	US
Contact telephone:	(213) 485-7527
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Actual:
298 ft.

Owner/Operator Summary:

Owner/operator name:	CITY OF LOS ANGELES
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported

LA BEN FRANKLIN LIBRARY (Continued) **1000162455**

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: 110002768229

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:	1000162455
Registry ID:	110002768229
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002768229

24
East
< 1/8
0.110 mi.
580 ft.

COHEN SAML **EDR Hist Cleaner** **1009189053**
2501 E 1ST TER **N/A**
LOS ANGELES, CA

Relative:
Lower

Actual:
300 ft.

EDR Hist Cleaner

Year:	Name:	Type:
1924	COHEN SAML	CLOTHES CLEANERS PRESSERS AND DYERS
1933	COHEN SAML	CLOTHES PRESSERS AND CLEANERS
1937	COHEN SAML	CLOTHES PRESSERS AND CLEANERS
1980	FASHION CLEANERS THE	Garment Pressing And Cleaners' Agents
1982	FASHION CLEANERS THE	Garment Pressing And Cleaners' Agents
1983	FASHION CLEANERS THE	Garment Pressing And Cleaners' Agents

COHEN SAML (Continued) **1009189053**

1985	FASHION CLEANERS THE	Garment Pressing And Cleaners' Agents
1986	FASHION CLEANERS THE	Garment Pressing And Cleaners' Agents
1987	FASHION CLEANERS THE	Garment Pressing And Cleaners' Agents
1988	FASHION CLEANERS THE	Garment Pressing And Cleaners' Agents
1989	FASHION CLEANERS	Laundry And Drycleaner Agents
1990	FASHION CLEANERS	Laundry And Drycleaner Agents
1991	FASHION CLEANERS	Laundry And Drycleaner Agents
1992	FASHION CLEANERS	Laundry And Drycleaner Agents
1993	FASHION CLEANERS	Laundry And Drycleaner Agents
1994	FASHION CLEANERS	Laundry And Drycleaner Agents
1995	FASHION CLEANERS	Laundry And Drycleaner Agents
1996	FASHION CLEANERS	Laundry And Drycleaner Agents
1997	FASHION CLEANERS	Laundry And Drycleaner Agents
1998	FASHION CLEANERS	Laundry And Drycleaner Agents
1999	FASHION CLEANERS	Laundry And Drycleaner Agents
2000	FASHION CLEANERS	Laundry And Drycleaner Agents
2001	FASHION CLEANERS	Laundry And Drycleaner Agents
2002	FASHION CLEANERS	Laundry And Drycleaner Agents
2003	FASHION CLEANERS	Laundry And Drycleaner Agents
2004	FASHION CLEANERS	Laundry And Drycleaner Agents
2005	FASHION CLEANERS	Laundry And Drycleaner Agents
2006	FASHION CLEANERS	Laundry And Drycleaner Agents
2007	FASHION CLEANERS	Laundry And Drycleaner Agents
2008	FASHION CLEANERS	Laundry And Drycleaner Agents
2009	FASHION CLEANERS	Laundry And Drycleaner Agents
2010	FASHION CLEANERS	Laundry And Drycleaner Agents

D25 **LA FIRE STATION** **RCRA NonGen / NLR** **1000229433**
WNW **2127 E 1ST ST** **FINDS** **CAD981962277**
1/8-1/4 **LOS ANGELES, CA 90012** **ECHO**
0.133 mi. **HAZNET**
701 ft. **Site 2 of 5 in cluster D**

Relative:
Lower

Actual:
300 ft.

RCRA NonGen / NLR:

Date form received by agency:	03/09/1987
Facility name:	LA FIRE STATION
Facility address:	2127 E 1ST ST LOS ANGELES, CA 90012
EPA ID:	CAD981962277
Mailing address:	200 N MAIN RM EIGHTH HUNDRED C LOS ANGELES, CA 90012
Contact:	SHARI KUROKI
Contact address:	2127 E FIRST ST LOS ANGELES, CA 90012
Contact country:	US
Contact telephone:	213-473-7748
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:	CITY OF LA
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212

LA FIRE STATION (Continued) **1000229433**

Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002756429

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: 1000229433
Registry ID: 110002756429
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002756429

HAZNET:

LA FIRE STATION (Continued) **1000229433**

envid: 1000229433
Year: 2000
GEPAID: CAD981962277
Contact: SHARI KUROKI MGMT ANALYST
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST ROOM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Tank bottom waste
Disposal Method: Treatment, Tank
Tons: 1.87
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000229433
Year: 2000
GEPAID: CAD981962277
Contact: SHARI KUROKI MGMT ANALYST
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST ROOM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Tank bottom waste
Disposal Method: Treatment, Tank
Tons: 1.87
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000229433
Year: 1997
GEPAID: CAD981962277
Contact: DEPT OF GENERAL SERVICES
Telephone: 2134855846
Mailing Name: Not reported
Mailing Address: 200 N MAIN ST STE 1000
Mailing City,St,Zip: LOS ANGELES, CA 900124123
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 2.0850
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000229433
Year: 1997
GEPAID: CAD981962277

LA FIRE STATION (Continued) **1000229433**

Contact:	DEPT OF GENERAL SERVICES
Telephone:	2134855846
Mailing Name:	Not reported
Mailing Address:	200 N MAIN ST STE 1000
Mailing City,St,Zip:	LOS ANGELES, CA 900124123
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	2.0850
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

D26 **FIRE STATION #2** **HIST UST** **U001561349**
WNW **2127 E 1ST ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90033**
0.133 mi.
701 ft. **Site 3 of 5 in cluster D**

Relative:
Lower

Actual:
300 ft.

HIST UST:

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000047394
Facility Type:	Other
Other Type:	FIRE STATION
Contact Name:	Not reported
Telephone:	2134856202
Owner Name:	CITY OF LOS ANGELES
Owner Address:	200 N. MAIN ST.
Owner City,St,Zip:	LOS ANGELES, CA 90012
Total Tanks:	0001
Tank Num:	001
Container Num:	FS2-1
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

D27 **FIRE STATION 2** **HIST UST** **S118410097**
WNW **2127 E FIRST ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90033**
0.133 mi.
701 ft. **Site 4 of 5 in cluster D**

Relative:
Lower

Actual:
300 ft.

HIST UST:

File Number:	000270D3
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000270D3.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported

FIRE STATION 2 (Continued) **S118410097**

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:

D28 **LOS ANGELES FIRE STATION #2** **SWEEPS UST** **S101585497**
WNW **2127 E 1ST ST** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90033**
0.133 mi.
701 ft. **Site 5 of 5 in cluster D**

Relative:
Lower

Actual:
300 ft.

SWEEPS UST:

Status:	Active
Comp Number:	2577
Number:	4
Board Of Equalization:	Not reported
Referral Date:	10-31-92
Action Date:	10-31-92
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002577-000001
Tank Status:	A
Capacity:	1000
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	1

CA FID UST:

Facility ID:	19024393
Regulated By:	UTNKA
Regulated ID:	00047394
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	200 N MAIN ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900330000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported

LOS ANGELES FIRE STATION #2 (Continued) **S101585497**

NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

E29
WNW
1/8-1/4
0.151 mi.
795 ft.

Relative:
Lower

Actual:
301 ft.

MARLENE'S MUFFLER SHOP FORMER SERVICE STATION **LUST** **S104916137**
2239 001ST ST E **N/A**
BOYLE HEIGHTS, CA 90033

Site 1 of 3 in cluster E

LUST:

Region:	STATE
Global Id:	T0603700848
Latitude:	34.0444961
Longitude:	-118.211311
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	10/27/2015
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JW
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900330298
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700848
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:	T0603700848
Contact Type:	Regional Board Caseworker
Contact Name:	JIMMIE WOO
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jwoo@waterboards.ca.gov
Phone Number:	2135766600

Status History:

Global Id:	T0603700848
Status:	Completed - Case Closed
Status Date:	10/27/2015

Global Id:	T0603700848
Status:	Open - Case Begin Date
Status Date:	12/01/1991

MARLENE'S MUFFLER SHOP FORMER SERVICE STATION (Continued) **S104916137**

Global Id: T0603700848
Status: Open - Eligible for Closure
Status Date: 06/10/2014

Global Id: T0603700848
Status: Open - Remediation
Status Date: 06/06/2007

Global Id: T0603700848
Status: Open - Remediation
Status Date: 08/14/2007

Global Id: T0603700848
Status: Open - Remediation
Status Date: 01/16/2008

Global Id: T0603700848
Status: Open - Remediation
Status Date: 10/29/2010

Global Id: T0603700848
Status: Open - Site Assessment
Status Date: 12/01/1991

Global Id: T0603700848
Status: Open - Site Assessment
Status Date: 07/10/2001

Global Id: T0603700848
Status: Open - Site Assessment
Status Date: 01/17/2002

Global Id: T0603700848
Status: Open - Site Assessment
Status Date: 07/15/2002

Global Id: T0603700848
Status: Open - Site Assessment
Status Date: 04/27/2010

Global Id: T0603700848
Status: Open - Verification Monitoring
Status Date: 01/21/1992

Regulatory Activities:
Global Id: T0603700848
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700848
Action Type: RESPONSE
Date: 07/15/2011
Action: Interim Remedial Action Report

Global Id: T0603700848
Action Type: RESPONSE

MARLENE'S MUFFLER SHOP FORMER SERVICE STATION (Continued) **S104916137**

Date: 07/15/2008
Action: Remedial Progress Report

Global Id: T0603700848
Action Type: RESPONSE
Date: 01/15/2011
Action: Well Installation Report

Global Id: T0603700848
Action Type: ENFORCEMENT
Date: 09/16/2008
Action: Notice to Comply

Global Id: T0603700848
Action Type: ENFORCEMENT
Date: 10/27/2015
Action: Closure/No Further Action Letter

Global Id: T0603700848
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700848
Action Type: RESPONSE
Date: 04/15/2007
Action: Remedial Progress Report

Global Id: T0603700848
Action Type: RESPONSE
Date: 07/15/2007
Action: Remedial Progress Report

Global Id: T0603700848
Action Type: RESPONSE
Date: 10/15/2007
Action: Remedial Progress Report

Global Id: T0603700848
Action Type: RESPONSE
Date: 01/15/2011
Action: Remedial Progress Report

Global Id: T0603700848
Action Type: RESPONSE
Date: 10/05/2009
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603700848
Action Type: ENFORCEMENT
Date: 09/29/2011
Action: Staff Letter

Global Id: T0603700848
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

MARLENE'S MUFFLER SHOP FORMER SERVICE STATION (Continued) **S104916137**

Global Id: T0603700848
Action Type: ENFORCEMENT
Date: 06/05/2014
Action: Notification - Preclosure

Global Id: T0603700848
Action Type: RESPONSE
Date: 10/22/2015
Action: Well Destruction Report

Global Id: T0603700848
Action Type: ENFORCEMENT
Date: 04/27/2010
Action: Staff Letter

Global Id: T0603700848
Action Type: Other
Date: 12/03/1991
Action: Leak Discovery

Global Id: T0603700848
Action Type: RESPONSE
Date: 04/15/2003
Action: CAP/RAP - Feasibility Study Report

Global Id: T0603700848
Action Type: RESPONSE
Date: 01/15/2011
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603700848
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603700848
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700848
Action Type: RESPONSE
Date: 10/28/2011
Action: Soil and Water Investigation Workplan

Global Id: T0603700848
Action Type: RESPONSE
Date: 07/15/2002
Action: Soil and Water Investigation Workplan

Global Id: T0603700848
Action Type: RESPONSE
Date: 04/15/2003
Action: Soil and Water Investigation Report

Global Id: T0603700848
Action Type: RESPONSE

MARLENE'S MUFFLER SHOP FORMER SERVICE STATION (Continued) **S104916137**

Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700848
Action Type: RESPONSE
Date: 01/15/2012
Action: Other Report / Document

Global Id: T0603700848
Action Type: ENFORCEMENT
Date: 10/29/2010
Action: Staff Letter

Global Id: T0603700848
Action Type: Other
Date: 01/21/1992
Action: Leak Reported

Global Id: T0603700848
Action Type: RESPONSE
Date: 07/12/2012
Action: Remedial Progress Report

Global Id: T0603700848
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700848
Action Type: ENFORCEMENT
Date: 01/17/2002
Action: Staff Letter

Global Id: T0603700848
Action Type: ENFORCEMENT
Date: 09/23/2013
Action: Staff Letter

Global Id: T0603700848
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603700848
Action Type: RESPONSE
Date: 08/24/2004
Action: Interim Remedial Action Plan

Global Id: T0603700848
Action Type: RESPONSE
Date: 04/04/2011
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603700848
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Semi-Annually

MARLENE'S MUFFLER SHOP FORMER SERVICE STATION (Continued) **S104916137**

Global Id: T0603700848
Action Type: RESPONSE
Date: 07/15/2013
Action: Remedial Progress Report

Global Id: T0603700848
Action Type: RESPONSE
Date: 07/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603700848
Action Type: ENFORCEMENT
Date: 12/01/2011
Action: Staff Letter

Global Id: T0603700848
Action Type: RESPONSE
Date: 01/15/2012
Action: Soil and Water Investigation Report

Global Id: T0603700848
Action Type: RESPONSE
Date: 01/15/2014
Action: Soil and Water Investigation Report

Global Id: T0603700848
Action Type: RESPONSE
Date: 01/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603700848
Action Type: ENFORCEMENT
Date: 01/27/2003
Action: Staff Letter

Global Id: T0603700848
Action Type: ENFORCEMENT
Date: 04/10/2008
Action: Staff Letter

Global Id: T0603700848
Action Type: RESPONSE
Date: 07/15/2008
Action: Soil and Water Investigation Workplan

Global Id: T0603700848
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700848
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700848
Action Type: RESPONSE

MARLENE'S MUFFLER SHOP FORMER SERVICE STATION (Continued) **S104916137**

Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700848
Action Type: REMEDIATION
Date: 02/01/2007
Action: Soil Vapor Extraction (SVE)

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900330298
Status: Pollution Characterization
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603700848
W Global ID: Not reported
Staff: JW
Local Agency: 19050
Cross Street: BREED ST.
Enforcement Type: SEL
Date Leak Discovered: 12/3/1991
Date Leak First Reported: 1/21/1992
Date Leak Record Entered: 4/14/1992
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 7/15/2002
Date the Case was Closed: Not reported
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: Overfill
Leak Source: Tank
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 9378.529954294025315108920322
Source of Cleanup Funding: Tank
Preliminary Site Assessment Workplan Submitted: 12/1/1991
Preliminary Site Assessment Began: 7/10/2001
Pollution Characterization Began: 7/15/2002
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: 1/21/1992
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported

MARLENE'S MUFFLER SHOP FORMER SERVICE STATION (Continued) **S104916137**

Responsible Party:	MR. MARIO DE LA TORRE
RP Address:	305 N. SOTO ST., SUITE D
Program:	LUST
Lat/Long:	34.0444961 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

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30 WSW 1/8-1/4 0.153 mi. 807 ft.

Relative: Higher

Actual: 302 ft.

LOS ANGELES USD BREED ELEM SCHOOL **RCRA-SQG 1000102109**
2226 E THIRD ST **FINDS CAD982021628**
LOS ANGELES, CA 90033 **ECHO**

RCRA-SQG:

Date form received by agency:	08/07/1987
Facility name:	LOS ANGELES USD BREED ELEM SCHOOL
Facility address:	2226 E THIRD ST LOS ANGELES, CA 90033
EPA ID:	CAD982021628
Mailing address:	1425 S SAN PEDRO ST ROOM 215 LOS ANGELES, CA 90015
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2226 E THIRD ST LOS ANGELES, CA 90033
Contact country:	US
Contact telephone:	(213) 742-7371
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal

LOS ANGELES USD BREED ELEM SCHOOL (Continued) **1000102109**

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: 110002778735

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000102109
Registry ID: 110002778735
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002778735

31
NNE
1/8-1/4
0.182 mi.
959 ft.

LA E/N EAST CHILD CARE CENTER
233 N BREED
LOS ANGELES, CA 90033

RCRA-SQG
FINDS
ECHO

EDR ID Number: **1000200021**
EPA ID Number: **CAD981987381**

Relative:
Higher

Actual:
332 ft.

RCRA-SQG:

Date form received by agency:	08/01/1990
Facility name:	LA E/N EAST CHILD CARE CENTER
Facility address:	233 N BREED LOS ANGELES, CA 90033
EPA ID:	CAD981987381
Mailing address:	200 N MAIN RM EIGHTH HUNDREDCH LOS ANGELES, CA 90012
Contact:	ENVIRONMENTAL MANAGER
Contact address:	233 N BREED LOS ANGELES, CA 90033
Contact country:	US
Contact telephone:	(213) 485-7527
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:	CITY OF LOS ANGELES
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

LA E/N EAST CHILD CARE CENTER (Continued) **1000200021**

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: 110002766588

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: 1000200021
Registry ID: 110002766588
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002766588

E32 **LAPD - HOLLENBECK GARAGE** **LUST U001561355**
NW **2111 E 1ST ST** **UST N/A**
1/8-1/4 **LOS ANGELES, CA 90033** **SWEEPS UST**
0.185 mi. **HIST UST**
979 ft. **Site 2 of 3 in cluster E**

Relative: Higher

Actual: 306 ft.

LUST:
Region: STATE
Global Id: T0603737703
Latitude: 34.044707
Longitude: -118.213305
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 01/24/2012
Lead Agency: LOS ANGELES, CITY OF
Case Worker: EL
Local Agency: LOS ANGELES, CITY OF
RB Case Number: Not reported
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

LAPD - HOLLENBECK GARAGE (Continued) **U001561355**

Global Id:	T0603737703
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:	T0603737703
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603737703
Status:	Completed - Case Closed
Status Date:	01/24/2012

Global Id:	T0603737703
Status:	Open - Case Begin Date
Status Date:	05/02/1990

Global Id:	T0603737703
Status:	Open - Site Assessment
Status Date:	03/29/1993

Regulatory Activities:

Global Id:	T0603737703
Action Type:	ENFORCEMENT
Date:	01/24/2012
Action:	Closure/No Further Action Letter - #1

Global Id:	T0603737703
Action Type:	Other
Date:	05/02/1990
Action:	Leak Discovery

Global Id:	T0603737703
Action Type:	ENFORCEMENT
Date:	11/10/2011
Action:	Staff Letter

Global Id:	T0603737703
Action Type:	Other
Date:	03/30/1993
Action:	Leak Reported

UST:

Facility ID:	CAD981656218
Permitting Agency:	Los Angeles City Fire Department

LAPD - HOLLENBECK GARAGE (Continued) **U001561355**

Latitude: 34.04484
Longitude: -118.21351

Facility ID: 25061
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 34.0459132
Longitude: -118.2115592

SWEEPS UST:
Status: Not reported
Comp Number: 2614
Number: Not reported
Board Of Equalization: 44-012042
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002614-000002
Tank Status: Not reported
Capacity: 550
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: 1

Status: Active
Comp Number: 2614
Number: 4
Board Of Equalization: 44-012042
Referral Date: 06-16-93
Action Date: 04-19-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002614-000001
Tank Status: A
Capacity: 6000
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 3

Status: Active
Comp Number: 2614
Number: 4
Board Of Equalization: 44-012042
Referral Date: 06-16-93
Action Date: 04-19-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002614-000003
Tank Status: A
Capacity: 500
Active Date: 04-20-88
Tank Use: OIL
STG: W

LAPD - HOLLENBECK GARAGE (Continued) **U001561355**

Content: WASTE OIL
Number Of Tanks: Not reported

Status: Active
Comp Number: 2614
Number: 4
Board Of Equalization: 44-012042
Referral Date: 06-16-93
Action Date: 04-19-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002614-000004
Tank Status: A
Capacity: 6000
Active Date: 10-31-92
Tank Use: CHEMICAL
STG: P
Content: UNKNOWN
Number Of Tanks: Not reported

HIST UST:
File Number: 00027110
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027110.pdf
Region: STATE
Facility ID: 00000047439
Facility Type: Other
Other Type: LAPD
Contact Name: LOUIS ARMSTRONG
Telephone: 2134852945
Owner Name: CITY OF LOS ANGELES
Owner Address: 200 N. SPRING ST.
Owner City,St,Zip: LOS ANGELES, CA 90012
Total Tanks: 0004

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: 1/4
Leak Detection: Stock Inventor, None

Tank Num: 002
Container Num: (2)
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: 1/4
Leak Detection: Stock Inventor, None

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: WASTE

LAPD - HOLLENBECK GARAGE (Continued) **U001561355**

Type of Fuel:	WASTE OIL
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	4
Year Installed:	Not reported
Tank Capacity:	00000000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	6
Leak Detection:	None

Click here for Geo Tracker PDF:

E33 **HOLLENBECK POLICE STATION** **CA FID UST** **S101617364**
NW **2111 E 1ST ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90033**
0.185 mi.
979 ft. **Site 3 of 3 in cluster E**

Relative:
Higher

Actual:
306 ft.

CA FID UST:

Facility ID:	19023507
Regulated By:	UTNKA
Regulated ID:	00047439
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134855846
Mail To:	Not reported
Mailing Address:	200 N MAIN STREET-ROOM
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900330000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

F34 **CHEVRON STATION 90668** **SWEEPS UST** **S101583841**
SW **2333 E 4TH ST** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90033**
0.186 mi.
980 ft. **Site 1 of 6 in cluster F**

Relative:
Higher

Actual:
313 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	3470
Number:	Not reported
Board Of Equalization:	44-013017
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-003470-000001

CHEVRON STATION 90668 (Continued) **S101583841**

Tank Status:	Not reported
Capacity:	10000
Active Date:	Not reported
Tank Use:	CHEMICAL
STG:	PRODUCT
Content:	UNKNOWN
Number Of Tanks:	4

Status:	Not reported
Comp Number:	3470
Number:	Not reported
Board Of Equalization:	44-013017
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-003470-000002
Tank Status:	Not reported
Capacity:	10000
Active Date:	Not reported
Tank Use:	CHEMICAL
STG:	PRODUCT
Content:	UNKNOWN
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	3470
Number:	Not reported
Board Of Equalization:	44-013017
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-003470-000003
Tank Status:	Not reported
Capacity:	5000
Active Date:	Not reported
Tank Use:	CHEMICAL
STG:	PRODUCT
Content:	UNKNOWN
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	3470
Number:	Not reported
Board Of Equalization:	44-013017
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-003470-000004
Tank Status:	Not reported
Capacity:	1000
Active Date:	Not reported
Tank Use:	CHEMICAL
STG:	PRODUCT
Content:	UNKNOWN

CHEVRON STATION 90668 (Continued) **S101583841**

Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19006724
Regulated By: UTNKI
Regulated ID: 00061874
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 900330000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

F35 **90668** **HIST UST** **U001561336**
SW **2333 E 4TH ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90033**
0.186 mi.
980 ft. **Site 2 of 6 in cluster F**

Relative:
Higher

Actual:
313 ft.

HIST UST:
File Number: 00026BFC
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026BFC.pdf
Region: STATE
Facility ID: 00000061874
Facility Type: Gas Station
Other Type: Not reported
Contact Name: ELMIR, GHASSAN
Telephone: 2132678760
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: 1969
Tank Capacity: 00010000
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: 1969
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: 0000250

90668 (Continued) **U001561336**

Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	3
Year Installed:	1969
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	4
Year Installed:	1969
Tank Capacity:	00001000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	0000130
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

F36 **WINALL #1** **LUST** **S109117772**
SSW **401 SOTO ST. S.** **N/A**
1/8-1/4 **LOS ANGELES, CA 90033**
0.192 mi.
1013 ft. **Site 3 of 6 in cluster F**

Relative:
Higher

Actual:
315 ft.

LUST:

Region:	STATE
Global Id:	T0603739097
Latitude:	34.040368
Longitude:	-118.212153
Case Type:	LUST Cleanup Site
Status:	Open - Remediation
Status Date:	05/15/2013
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MT
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900330416
LOC Case Number:	11763
File Location:	Regional Board
Potential Media Affect:	Other Groundwater (uses other than drinking water), Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603739097
Contact Type:	Regional Board Caseworker
Contact Name:	MARYAM TAIDY
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	LOS ANGELES
Email:	mtaidy@waterboards.ca.gov
Phone Number:	2135766741

WINALL #1 (Continued) **S109117772**

Global Id: T0603739097
Contact Type: Local Agency Caseworker
Contact Name: PATRICK KILLIAN
Organization Name: LOS ANGELES, CITY OF
Address: 221 N FIGUEROA ST STE 1500
City: LOS ANGELES
Email: Not reported
Phone Number: 2134826527

Status History:
Global Id: T0603739097
Status: Open - Case Begin Date
Status Date: 07/21/1998

Global Id: T0603739097
Status: Open - Referred
Status Date: 12/09/2008

Global Id: T0603739097
Status: Open - Remediation
Status Date: 05/15/2013

Global Id: T0603739097
Status: Open - Site Assessment
Status Date: 07/12/2007

Global Id: T0603739097
Status: Open - Site Assessment
Status Date: 02/19/2009

Regulatory Activities:
Global Id: T0603739097
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603739097
Action Type: RESPONSE
Date: 06/01/2010
Action: Interim Remedial Action Report

Global Id: T0603739097
Action Type: RESPONSE
Date: 01/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603739097
Action Type: ENFORCEMENT
Date: 05/15/2013
Action: Staff Letter

Global Id: T0603739097
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Quarterly

WINALL #1 (Continued) **S109117772**

Global Id: T0603739097
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603739097
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603739097
Action Type: RESPONSE
Date: 12/10/2009
Action: Interim Remedial Action Report

Global Id: T0603739097
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603739097
Action Type: RESPONSE
Date: 10/15/2015
Action: Monitoring Report - Semi-Annually

Global Id: T0603739097
Action Type: Other
Date: 07/21/1998
Action: Leak Discovery

Global Id: T0603739097
Action Type: ENFORCEMENT
Date: 08/03/2012
Action: Staff Letter

Global Id: T0603739097
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603739097
Action Type: RESPONSE
Date: 01/14/2009
Action: Interim Remedial Action Report

Global Id: T0603739097
Action Type: RESPONSE
Date: 01/15/2016
Action: Monitoring Report - Semi-Annually

Global Id: T0603739097
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603739097
Action Type: RESPONSE

WINALL #1 (Continued) **S109117772**

Date: 08/31/2012
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T0603739097
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603739097
Action Type: ENFORCEMENT
Date: 02/19/2009
Action: Staff Letter

Global Id: T0603739097
Action Type: ENFORCEMENT
Date: 02/23/2009
Action: Verbal Enforcement

Global Id: T0603739097
Action Type: RESPONSE
Date: 01/24/2011
Action: Interim Remedial Action Report

Global Id: T0603739097
Action Type: RESPONSE
Date: 01/23/2013
Action: Interim Remedial Action Report

Global Id: T0603739097
Action Type: RESPONSE
Date: 01/23/2013
Action: Site Assessment Report

Global Id: T0603739097
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603739097
Action Type: RESPONSE
Date: 07/15/2013
Action: CAP/RAP - Other Report

Global Id: T0603739097
Action Type: RESPONSE
Date: 03/22/2013
Action: CAP/RAP - Final Remediation / Design Plan - Regulator Responded

Global Id: T0603739097
Action Type: Other
Date: 08/30/1998
Action: Leak Reported

Global Id: T0603739097
Action Type: RESPONSE
Date: 07/15/2013
Action: Monitoring Report - Semi-Annually

WINALL #1 (Continued) **S109117772**

Global Id:	T0603739097
Action Type:	RESPONSE
Date:	09/09/2013
Action:	Well Installation Report
Global Id:	T0603739097
Action Type:	RESPONSE
Date:	01/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603739097
Action Type:	RESPONSE
Date:	07/15/2014
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603739097
Action Type:	RESPONSE
Date:	01/15/2015
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603739097
Action Type:	REMEDIATION
Date:	07/13/2008
Action:	Free Product Removal

F37 **EAST L A PHOTO AND STUDIO** **RCRA-SQG** **1000820264**
SW **2323 E 4TH ST** **FINDS** **CAD983662982**
1/8-1/4 **LOS ANGELES, CA 90033** **ECHO**
0.192 mi. **HAZNET**
1013 ft. **Site 4 of 6 in cluster F**

Relative:
Higher

Actual:
312 ft.

RCRA-SQG:

Date form received by agency:	03/30/1993
Facility name:	EAST L A PHOTO AND STUDIO
Facility address:	2323 E 4TH ST LOS ANGELES, CA 90033
EPA ID:	CAD983662982
Mailing address:	E 4TH ST LOS ANGELES, CA 90033
Contact:	ESTHER KIM
Contact address:	2323 E 4TH ST LOS ANGELES, CA 90033
Contact country:	US
Contact telephone:	(213) 264-5940
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:	HYANG SOON KIM
Owner/operator address:	2323 E 4TH ST

EAST L A PHOTO AND STUDIO (Continued) **1000820264**

LOS ANGELES, CA 90033
Owner/operator country: Not reported
Owner/operator telephone: (213) 264-5940
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002895341

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: 1000820264
Registry ID: 110002895341
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002895341

HAZNET:
envid: 1000820264
Year: 1998
GEPAID: CAD983662982
Contact: HYUN MYUNG OH
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2323 E 4TH ST

EAST L A PHOTO AND STUDIO (Continued) **1000820264**

Mailing City,St,Zip:	LOS ANGELES, CA 900330000
Gen County:	Not reported
TSD EPA ID:	CAD108040858
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.7338
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000820264
Year:	1997
GEPAID:	CAD983662982
Contact:	HYUN MYUNG OH
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2323 E 4TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900330000
Gen County:	Not reported
TSD EPA ID:	CAD108040858
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.5418
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000820264
Year:	1996
GEPAID:	CAD983662982
Contact:	HYUN MYUNG OH
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2323 E 4TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900330000
Gen County:	Not reported
TSD EPA ID:	CAD108040858
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.2500
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

F38 **WINALL OIL CO** **UST** **U003943019**
SSW **401 S SOTO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90033**
0.214 mi.
1129 ft. **Site 5 of 6 in cluster F**

Relative:
Higher

Actual:
315 ft.

UST:

Facility ID:	Not reported
Permitting Agency:	Los Angeles City Fire Department
Latitude:	34.0404
Longitude:	-118.21217

WINALL OIL CO (Continued) **U003943019**

Facility ID: 24378
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 34.041746
Longitude: -118.210821

F39 **WINALL OIL COMPANY** **SWEEPS UST** **S101584254**
SSW **401 S SOTO ST** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90033**
0.214 mi.
1129 ft. **Site 6 of 6 in cluster F**

Relative:
Higher

Actual:
315 ft.

SWEEPS UST:
Status: Active
Comp Number: 4707
Number: 1
Board Of Equalization: Not reported
Referral Date: 02-25-93
Action Date: 02-25-93
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19009951
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 401 S SOTO ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900330000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

G40
SSW
1/8-1/4
0.214 mi.
1129 ft.

CHA SHELL
400 S SOTO ST
LOS ANGELES, CA 90033

Site 1 of 2 in cluster G

SWEEPS UST **S101585957**
CA FID UST **N/A**

Relative:
Higher

Actual:
316 ft.

SWEEPS UST:

Status:	Active
Comp Number:	4466
Number:	2
Board Of Equalization:	Not reported
Referral Date:	02-25-93
Action Date:	05-03-94
Created Date:	02-29-88
Owner Tank Id:	0000004466
SWRCB Tank Id:	19-050-004466-000001
Tank Status:	A
Capacity:	12000
Active Date:	02-19-93
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	4

Status:	Active
Comp Number:	4466
Number:	2
Board Of Equalization:	Not reported
Referral Date:	02-25-93
Action Date:	05-03-94
Created Date:	02-29-88
Owner Tank Id:	4466-2
SWRCB Tank Id:	19-050-004466-000002
Tank Status:	A
Capacity:	12000
Active Date:	02-19-93
Tank Use:	M.V. FUEL
STG:	P
Content:	PRM UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	4466
Number:	2
Board Of Equalization:	Not reported
Referral Date:	02-25-93
Action Date:	05-03-94
Created Date:	02-29-88
Owner Tank Id:	4466-3
SWRCB Tank Id:	19-050-004466-000003
Tank Status:	A
Capacity:	12000
Active Date:	02-19-93
Tank Use:	M.V. FUEL
STG:	P
Content:	PREMIUM UNLE
Number Of Tanks:	Not reported

Status: Active

CHA SHELL (Continued) **S101585957**

Comp Number:	4466
Number:	2
Board Of Equalization:	Not reported
Referral Date:	02-25-93
Action Date:	05-03-94
Created Date:	02-29-88
Owner Tank Id:	4466-4
SWRCB Tank Id:	19-050-004466-000004
Tank Status:	A
Capacity:	550
Active Date:	02-19-93
Tank Use:	OIL
STG:	W
Content:	WASTE OIL
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19034784
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132610356
Mail To:	Not reported
Mailing Address:	400 S SOTO ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900330000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

G41 **SHELL SERVICE STATION** **RCRA-SQG** **1000595652**
SSW **400 S SOTO ST** **LUST** **CAD983596032**
1/8-1/4 **LOS ANGELES, CA 90033** **UST**
0.214 mi.
1129 ft. **Site 2 of 2 in cluster G**

Relative:
Higher

Actual:
316 ft.

RCRA-SQG:

Date form received by agency:	11/13/2001
Facility name:	SHELL SERVICE STATION
Facility address:	400 S SOTO ST S A P 135484 LOS ANGELES, CA 90033
EPA ID:	CAD983596032
Mailing address:	P O BOX 2648 HOUSTON, TX 772522648
Contact:	SONDRA BIENVENU
Contact address:	P O BOX 2648 HOUSTON, TX 772522648
Contact country:	US
Contact telephone:	(713) 241-5036
Contact email:	Not reported
EPA Region:	09

SHELL SERVICE STATION (Continued) **1000595652**

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
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: EQUILON ENTERPRISES L L C
Owner/operator address: P O BOX 2648
HOUSTON, TX 77252
Owner/operator country: Not reported
Owner/operator telephone: (713) 241-5036
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

Violation Status: No violations found

LUST:
Region: STATE
Global Id: T0603760383
Latitude: 34.040219

SHELL SERVICE STATION (Continued) **1000595652**

Longitude:	-118.211558
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	09/12/2012
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MT
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900330389
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603760383
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:	T0603760383
Contact Type:	Regional Board Caseworker
Contact Name:	MARYAM TAIDY
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	LOS ANGELES
Email:	mtaidy@waterboards.ca.gov
Phone Number:	2135766741

Status History:

Global Id:	T0603760383
Status:	Completed - Case Closed
Status Date:	09/12/2012

Global Id:	T0603760383
Status:	Open - Case Begin Date
Status Date:	02/02/2002

Global Id:	T0603760383
Status:	Open - Site Assessment
Status Date:	09/18/2002

Global Id:	T0603760383
Status:	Open - Site Assessment
Status Date:	11/04/2005

Global Id:	T0603760383
Status:	Open - Site Assessment
Status Date:	04/25/2006

SHELL SERVICE STATION (Continued) **1000595652**

Regulatory Activities:

Global Id:	T0603760383
Action Type:	ENFORCEMENT
Date:	07/07/2003
Action:	Staff Letter
Global Id:	T0603760383
Action Type:	ENFORCEMENT
Date:	09/12/2012
Action:	Closure/No Further Action Letter
Global Id:	T0603760383
Action Type:	RESPONSE
Date:	10/15/2011
Action:	Monitoring Report - Quarterly
Global Id:	T0603760383
Action Type:	RESPONSE
Date:	10/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603760383
Action Type:	RESPONSE
Date:	01/22/2008
Action:	Interim Remedial Action Plan
Global Id:	T0603760383
Action Type:	RESPONSE
Date:	06/01/2010
Action:	Soil and Water Investigation Workplan
Global Id:	T0603760383
Action Type:	RESPONSE
Date:	01/15/2012
Action:	Monitoring Report - Quarterly
Global Id:	T0603760383
Action Type:	RESPONSE
Date:	07/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603760383
Action Type:	RESPONSE
Date:	10/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603760383
Action Type:	RESPONSE
Date:	04/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603760383
Action Type:	RESPONSE
Date:	04/25/2006
Action:	Soil and Water Investigation Workplan
Global Id:	T0603760383

SHELL SERVICE STATION (Continued) **1000595652**

Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603760383
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603760383
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603760383
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603760383
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603760383
Action Type: RESPONSE
Date: 08/08/2003
Action: Other Report / Document

Global Id: T0603760383
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603760383
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603760383
Action Type: ENFORCEMENT
Date: 09/12/2012
Action: Closure/No Further Action Letter

Global Id: T0603760383
Action Type: ENFORCEMENT
Date: 09/12/2012
Action: Staff Letter

Global Id: T0603760383
Action Type: RESPONSE
Date: 01/10/2011
Action: Site Assessment Report

Global Id: T0603760383
Action Type: RESPONSE
Date: 11/01/2005

SHELL SERVICE STATION (Continued) **1000595652**

Action: Soil and Water Investigation Report

Global Id: T0603760383
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603760383
Action Type: RESPONSE
Date: 04/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603760383
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603760383
Action Type: RESPONSE
Date: 10/28/2009
Action: Soil and Water Investigation Workplan

Global Id: T0603760383
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603760383
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603760383
Action Type: RESPONSE
Date: 10/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603760383
Action Type: RESPONSE
Date: 04/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603760383
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603760383
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603760383
Action Type: RESPONSE
Date: 06/20/2011
Action: Soil and Water Investigation Report

SHELL SERVICE STATION (Continued) **1000595652**

Global Id: T0603760383
Action Type: Other
Date: 09/18/2002
Action: Leak Reported

Global Id: T0603760383
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603760383
Action Type: Other
Date: 02/02/2002
Action: Leak Discovery

Global Id: T0603760383
Action Type: ENFORCEMENT
Date: 06/04/2012
Action: Notification - Preclosure

Global Id: T0603760383
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603760383
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603760383
Action Type: REMEDIATION
Date: 02/02/2002
Action: Excavation

Global Id: T0603760383
Action Type: REMEDIATION
Date: 02/02/2002
Action: Other (Use Description Field)

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900330389
Status: Leak being confirmed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603760383
W Global ID: Not reported
Staff: CEC
Local Agency: 19050
Cross Street: 4TH ST.

SHELL SERVICE STATION (Continued) **1000595652**

Enforcement Type:	SEL	
Date Leak Discovered:	2/2/2002	
Date Leak First Reported:		9/18/2002
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	9/18/2002	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		Not reported
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Other Means	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		Not reported
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	EDWARD PADEN	
RP Address:	2255 N. ONTARIO ST.	
Program:	LUST	
Lat/Long:	0 / 0	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

UST:

Facility ID:	23924
Permitting Agency:	LOS ANGELES, CITY OF
Latitude:	34.041509
Longitude:	-118.210244

H42 **M & Y SERVICE STATION** **LUST** **S105036164**
ESE **2701 001ST ST E** **N/A**
1/4-1/2 **LOS ANGELES, CA 90033**
0.281 mi.
1482 ft. **Site 1 of 2 in cluster H**

Relative:
Higher

Actual:
313 ft.

LUST:

Region:	STATE
Global Id:	T0603700833
Latitude:	34.0420041
Longitude:	-118.2059948
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/14/1997
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900330143
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700833
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:	T0603700833
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603700833
Status:	Completed - Case Closed
Status Date:	01/14/1997

Global Id:	T0603700833
Status:	Open - Case Begin Date
Status Date:	08/21/1991

Global Id:	T0603700833
Status:	Open - Remediation
Status Date:	09/12/1995

M & Y SERVICE STATION (Continued) **S105036164**

Regulatory Activities:

Global Id:	T0603700833
Action Type:	Other
Date:	08/21/1991
Action:	Leak Reported

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900330143	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		VE
Global ID:	T0603700833	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	MOTT ST	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		8/21/1991
Date Leak Record Entered:	1/18/1996	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		2/6/1997
Date the Case was Closed:		1/14/1997
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):		7538.917281459973575555304308 5
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		9/12/1995
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		1/1/1965
Hist Max MTBE Conc in Groundwater:		16
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:	M & Y SERVICE STATION	

M & Y SERVICE STATION (Continued) **S105036164**

RP Address:	2701 E 1ST ST, LOS ANGELES CA 90033		
Program:	LUST		
Lat/Long:	34.0420041 / -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:	01/03/97 GROUNDWATER MONITORING WELL ABANDONMENT	02/06/97	

H43 **M & Y SERVICE STATION** **HIST UST** **U001561360**
ESE **2701 001ST** **HIST CORTESE** **N/A**
1/4-1/2 **LOS ANGELES, CA 90033**
0.281 mi.
1482 ft. **Site 2 of 2 in cluster H**

Relative:
Higher

Actual:
313 ft.

HIST UST:

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000063614
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	2132629461
Owner Name:	JIM J. YOSHIDA
Owner Address:	2701 EAST FIRST ST.
Owner City,St,Zip:	LOS ANGELES, CA 90033
Total Tanks:	0003
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	003
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None

M & Y SERVICE STATION (Continued) **U001561360**

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900330143

I44 **SHELL - KOBASSI** **LUST** **S107619947**
West **2005 4TH STREET, EAST** **N/A**
1/4-1/2 **LOS ANGELES, CA**
0.315 mi.
1662 ft. **Site 1 of 2 in cluster I**

Relative:
Lower

Actual:
282 ft.

LUST:
Region: STATE
Global Id: T0603732654
Latitude: 34.042984
Longitude: -118.216054
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 08/24/2012
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: AT
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900330307A
LOC Case Number: 30343
File Location: Regional Board
Potential Media Affect: Other Groundwater (uses other than drinking water), Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603732654
Contact Type: Regional Board Caseworker
Contact Name: ARMAN TOUMARI
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: atoumari@waterboards.ca.gov
Phone Number: 2135766708

Global Id: T0603732654
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Status History:
Global Id: T0603732654
Status: Completed - Case Closed
Status Date: 08/24/2012

Global Id: T0603732654

SHELL - KOBASSI (Continued) **S107619947**

Status: Open - Case Begin Date
Status Date: 06/02/2003

Global Id: T0603732654
Status: Open - Site Assessment
Status Date: 09/01/2003

Global Id: T0603732654
Status: Open - Site Assessment
Status Date: 07/13/2007

Global Id: T0603732654
Status: Open - Site Assessment
Status Date: 04/24/2008

Regulatory Activities:
Global Id: T0603732654
Action Type: RESPONSE
Date: 01/16/2007
Action: Other Report / Document

Global Id: T0603732654
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603732654
Action Type: RESPONSE
Date: 10/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603732654
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603732654
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603732654
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603732654
Action Type: RESPONSE
Date: 04/24/2008
Action: Soil and Water Investigation Workplan

Global Id: T0603732654
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603732654

SHELL - KOBASSI (Continued) **S107619947**

Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603732654
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603732654
Action Type: RESPONSE
Date: 01/15/2008
Action: Soil and Water Investigation Report

Global Id: T0603732654
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603732654
Action Type: RESPONSE
Date: 03/19/2012
Action: Site Assessment Report

Global Id: T0603732654
Action Type: RESPONSE
Date: 04/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603732654
Action Type: ENFORCEMENT
Date: 08/24/2012
Action: Closure/No Further Action Letter

Global Id: T0603732654
Action Type: ENFORCEMENT
Date: 07/10/2012
Action: Notification - Preclosure

Global Id: T0603732654
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603732654
Action Type: RESPONSE
Date: 04/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603732654
Action Type: RESPONSE
Date: 11/19/2012
Action: Well Destruction Report

Global Id: T0603732654
Action Type: RESPONSE
Date: 07/13/2007

SHELL - KOBASSI (Continued) **S107619947**

Action: Soil and Water Investigation Workplan

Global Id: T0603732654
Action Type: Other
Date: 06/15/2003
Action: Leak Reported

Global Id: T0603732654
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603732654
Action Type: ENFORCEMENT
Date: 11/16/2006
Action: Staff Letter

Global Id: T0603732654
Action Type: Other
Date: 06/02/2003
Action: Leak Discovery

Global Id: T0603732654
Action Type: ENFORCEMENT
Date: 08/24/2012
Action: Closure/No Further Action Letter

Global Id: T0603732654
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603732654
Action Type: REMEDIATION
Date: 06/12/2003
Action: Excavation

I45 **SHELL SERVICE STATION** **RCRA-SQG 1000288385**
West **2005 E FOURTH / CUMMINGS** **LUST CAD981405012**
1/4-1/2 **LOS ANGELES, CA 90033**
0.315 mi.
1662 ft. **Site 2 of 2 in cluster I**

Relative:
Lower

Actual:
282 ft.

RCRA-SQG:
Date form received by agency: 02/26/2004
Facility name: SHELL SERVICE STATION
Facility address: 2005 E FOURTH / CUMMINGS
SAP #135549
LOS ANGELES, CA 90033
EPA ID: CAD981405012
Mailing address: SHELL OIL PRODUCTS US
12700 NORTHBOROUGH DR MFT240G
HOUSTON, TX 770672508
Contact: ED A PADEN
Contact address: Not reported
Not reported
Contact country: US

SHELL SERVICE STATION (Continued) **1000288385**

Contact telephone: (310) 816-2075
Contact email: EAPADEN@SHELLOPUS.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: SHELL OIL PRODUCTS US
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 08/01/1998
Owner/Op end date: Not reported

Owner/operator name: EQUILON ENTERPRISES LLC DBA SHELL OIL PR
Owner/operator address: PO BOX 2648
HOUSTON, TX 77252
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 08/01/1998
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

Historical Generators:
Date form received by agency: 02/26/2004

SHELL SERVICE STATION (Continued) **1000288385**

Site name: SHELL SERVICE STATION
Classification: Small Quantity Generator

Date form received by agency: 09/18/2000
Site name: FORMER SHELL SERVICE STATION
Classification: Small Quantity Generator

. Waste code: D000
. Waste name: Not Defined

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

Date form received by agency: 09/01/1996
Site name: FORMER SHELL SERVICE STATION
Classification: Small Quantity Generator

Date form received by agency: 04/13/1990
Site name: SHELL OIL CO 204-4539-9601
Classification: Large Quantity Generator

Violation Status: No violations found

LUST:
Region: STATE
Global Id: T0603700849
Latitude: 34.0425812
Longitude: -118.2161581
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 05/31/1990
Lead Agency: LOS ANGELES, CITY OF
Case Worker: EL
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900330307
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603700849
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: T0603700849
Contact Type: Regional Board Caseworker

SHELL SERVICE STATION (Continued) **1000288385**

Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Status History:
Global Id: T0603700849
Status: Completed - Case Closed
Status Date: 05/31/1990

Global Id: T0603700849
Status: Open - Case Begin Date
Status Date: 02/01/1989

Global Id: T0603700849
Status: Open - Site Assessment
Status Date: 04/17/1989

Regulatory Activities:
Global Id: T0603700849
Action Type: Other
Date: 02/01/1989
Action: Leak Discovery

Global Id: T0603700849
Action Type: Other
Date: 04/17/1989
Action: Leak Reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900330307
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: T0603700849
W Global ID: W0605100649
Staff: UNK
Local Agency: 19050
Cross Street: CUMMINGS
Enforcement Type: Not reported
Date Leak Discovered: 2/1/1989
Date Leak First Reported: 4/17/1989
Date Leak Record Entered: 12/12/1991
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 10/25/1991
Date the Case was Closed: 5/31/1990

SHELL SERVICE STATION (Continued) **1000288385**

How Leak Discovered:	Subsurface Monitoring
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	KOBAISSI, MAHMOUD M.
Water System:	DAVE GRIFFITH L A D W P
Well Name:	Not reported
Approx. Dist To Production Well (ft):	10252.55502416246825687665718
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	4/17/1989
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	SHELL OIL CO.
RP Address:	SAME AS ABOVE
Program:	LUST
Lat/Long:	34.0425812 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	2600649-001GEN
Summary:	Not reported

46
ESE
1/4-1/2
0.351 mi.
1852 ft.

EAST L A RECYCLING CENTER **SWRCY** **S107136883**
2750 E 1ST ST **N/A**
LOS ANGELES, CA 90033

Relative:
Higher

Actual:
315 ft.

SWRCY:

Reg Id:	25046
Cert Id:	RC11354
Mailing Address:	3249 W El Segundo Blvd
Mailing City:	Hawthorne
Mailing State:	CA
Mailing Zip Code:	90250
Website:	Not reported
Email:	Not reported
Phone Number:	(213) 235-0050
Grand Father:	N
Rural:	N
Operation Begin Date:	12/01/2002
Aluminium:	Y
Glass:	Y
Plastic:	Y

EAST L A RECYCLING CENTER (Continued) **S107136883**

Bimetal:	Y
Agency:	N/A
Monday Hours Of Operation:	9:00 am - 4:45 pm; Closed 1:00 pm - 1:30 pm
Tuesday Hours Of Operation:	9:00 am - 4:45 pm; Closed 1:00 pm - 1:30 pm
Wednesday Hours Of Operation:	9:00 am - 4:45 pm; Closed 1:00 pm - 1:30 pm
Thursday Hours Of Operation:	9:00 am - 4:45 pm; Closed 1:00 pm - 1:30 pm
Friday Hours Of Operation:	9:00 am - 4:45 pm; Closed 1:00 pm - 1:30 pm
Saturday Hours Of Operation:	9:00 am - 4:45 pm; Closed 1:00 pm - 1:30 pm
Sunday Hours Of Operation:	CLOSED
Organization ID:	31689
Organization Name:	E & M Recycling Company

47
WNW
1/4-1/2
0.433 mi.
2285 ft.

VEGA AUTO SERVICE **LUST S102440859**
1869 001ST ST E **ENF N/A**
LOS ANGELES, CA 90033 **HIST CORTESE**

Relative:
Higher

Actual:
307 ft.

LUST:

Region:	STATE
Global Id:	T0603700838
Latitude:	34.04681
Longitude:	-118.2179822
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/10/2012
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	AT
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900330198
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700838
Contact Type:	Regional Board Caseworker
Contact Name:	ARMAN TOUMARI
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	atoumari@waterboards.ca.gov
Phone Number:	2135766708

Global Id:	T0603700838
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

VEGA AUTO SERVICE (Continued) **S102440859**

Status History:

Global Id:	T0603700838
Status:	Completed - Case Closed
Status Date:	01/10/2012
Global Id:	T0603700838
Status:	Open - Case Begin Date
Status Date:	03/05/1992
Global Id:	T0603700838
Status:	Open - Remediation
Status Date:	04/16/1998
Global Id:	T0603700838
Status:	Open - Remediation
Status Date:	11/16/1998
Global Id:	T0603700838
Status:	Open - Site Assessment
Status Date:	03/05/1992
Global Id:	T0603700838
Status:	Open - Site Assessment
Status Date:	08/08/1994
Global Id:	T0603700838
Status:	Open - Site Assessment
Status Date:	08/04/2008

Regulatory Activities:

Global Id:	T0603700838
Action Type:	RESPONSE
Date:	05/18/2011
Action:	Clean Up Fund - 5-Year Review Summary
Global Id:	T0603700838
Action Type:	RESPONSE
Date:	04/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700838
Action Type:	ENFORCEMENT
Date:	09/16/2008
Action:	Notice to Comply
Global Id:	T0603700838
Action Type:	ENFORCEMENT
Date:	04/05/2011
Action:	Staff Letter
Global Id:	T0603700838
Action Type:	Other
Date:	05/16/1994
Action:	Leak Discovery
Global Id:	T0603700838

VEGA AUTO SERVICE (Continued) **S102440859**

Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603700838
Action Type: ENFORCEMENT
Date: 07/29/2008
Action: Site Visit / Inspection / Sampling

Global Id: T0603700838
Action Type: RESPONSE
Date: 05/18/2010
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603700838
Action Type: RESPONSE
Date: 01/08/2009
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603700838
Action Type: ENFORCEMENT
Date: 08/04/2008
Action: Staff Letter

Global Id: T0603700838
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700838
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700838
Action Type: Other
Date: 08/19/1994
Action: Leak Reported

Global Id: T0603700838
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700838
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700838
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603700838
Action Type: RESPONSE
Date: 07/15/2011

VEGA AUTO SERVICE (Continued) **S102440859**

Action: Monitoring Report - Semi-Annually

Global Id: T0603700838
Action Type: RESPONSE
Date: 10/15/2009
Action: Soil and Water Investigation Workplan

Global Id: T0603700838
Action Type: ENFORCEMENT
Date: 05/08/2006
Action: Site Visit / Inspection / Sampling

Global Id: T0603700838
Action Type: RESPONSE
Date: 08/16/2002
Action: Other Report / Document

Global Id: T0603700838
Action Type: ENFORCEMENT
Date: 07/18/2002
Action: Staff Letter

Global Id: T0603700838
Action Type: ENFORCEMENT
Date: 01/10/2012
Action: Closure/No Further Action Letter

Global Id: T0603700838
Action Type: RESPONSE
Date: 07/15/2011
Action: Well Installation Report

Global Id: T0603700838
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700838
Action Type: REMEDIATION
Date: 01/01/2001
Action: Soil Vapor Extraction (SVE)

Global Id: T0603700838
Action Type: REMEDIATION
Date: 01/01/2001
Action: Soil Vapor Extraction (SVE)

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900330198
Status: Remedial action (cleanup) Underway
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported

VEGA AUTO SERVICE (Continued) **S102440859**

Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700838	
W Global ID:	W0605100649	
Staff:	AT	
Local Agency:	19050	
Cross Street:	STATE STREET	
Enforcement Type:	LET	
Date Leak Discovered:	5/16/1994	
Date Leak First Reported:		8/19/1994
Date Leak Record Entered:	10/19/1994	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		10/6/2000
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	JOAQUIN VEGA	
Water System:	DAVE GRIFFITH L A D W P	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		8886.014855915348744630394907
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		3/5/1992
Pollution Characterization Began:		8/8/1994
Remediation Plan Submitted:		4/16/1998
Remedial Action Underway:		11/16/1998
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		1/1/1965
Hist Max MTBE Conc in Groundwater:		10
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	<	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	JOAQUIN VEGA, SR.	
RP Address:	1869 E. FIRST ST.	
Program:	LUST	
Lat/Long:	34.04681 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	2600649-001GEN	
Summary:	8/15/99 2ND QTR GW MON RPT; 9/30/99 3RD QTR GW MON RPT; 1/30/00 4TH QTR GW MON RPT 1999; 5/6/00 1ST QTR GW MON RPT 2000; 9/13/00 2ND QTR GW MON RPT 2000; 11/13/00 3RD QTR GW MON RPT 2000	

ENF:

Region:	4
Facility Id:	270295
Agency Name:	Vega Auto Service

VEGA AUTO SERVICE (Continued) **S102440859**

Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	Not reported
Place Longitude:	Not reported
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UST
Program Category1:	TANKS
Program Category2:	TANKS
# Of Programs:	1
WDID:	900330198
Reg Measure Id:	168694
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N

VEGA AUTO SERVICE (Continued) **S102440859**

Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	229282
Region:	4
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	Staff Enforcement Letter
Effective Date:	09/03/1999
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	09/03/1999
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 900330198
Description:	Level 1 enforcement letter sent 9/3/99 for FTS 2Q99 groundwater monitoring report.
Program:	UST
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900330198

48
NE
1/4-1/2
0.468 mi.
2473 ft.

Relative: Higher

Actual: 359 ft.

SUPER RECYCLING **SWRCY** **S119777688**
530 N FICKETT ST **N/A**
LOS ANGELES, CA 90033

SWRCY:

Reg Id:	248362
Cert Id:	RC248362.001
Mailing Address:	205 Vineyard Ave
Mailing City:	Duarte
Mailing State:	CA
Mailing Zip Code:	91010
Website:	http://super-recycling.com
Email:	Not reported
Phone Number:	(626) 422-9771
Grand Father:	N
Rural:	N
Operation Begin Date:	01/09/2017
Aluminium:	Y
Glass:	Y
Plastic:	Y
Bimetal:	Y

SUPER RECYCLING (Continued) **S119777688**

Agency:	N/A
Monday Hours Of Operation:	8:00 am - 5:00 pm; Closed 12:00 pm - 1:00 pm
Tuesday Hours Of Operation:	8:00 am - 5:00 pm; Closed 12:00 pm - 1:00 pm
Wednesday Hours Of Operation:	8:00 am - 5:00 pm; Closed 12:00 pm - 1:00 pm
Thursday Hours Of Operation:	8:00 am - 5:00 pm; Closed 12:00 pm - 1:00 pm
Friday Hours Of Operation:	8:00 am - 5:00 pm; Closed 12:00 pm - 1:00 pm
Saturday Hours Of Operation:	8:00 am - 5:00 pm; Closed 12:00 pm - 1:00 pm
Sunday Hours Of Operation:	CLOSED
Organization ID:	248362
Organization Name:	Super Recycling

J49 **SHELL #204-4534-2700** **LUST** **S103437975**
NNW **1900 CESAR CHAVEZ AVE E** **N/A**
1/4-1/2 **LOS ANGELES, CA 90033**
0.480 mi.
2535 ft. **Site 1 of 2 in cluster J**

Relative:
Higher

Actual:
347 ft.

LUST:

Region:	STATE
Global Id:	T0603700836
Latitude:	34.0499588
Longitude:	-118.2151751
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/22/2013
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	AT
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900330170
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700836
Contact Type:	Regional Board Caseworker
Contact Name:	ARMAN TOUMARI
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	atoumari@waterboards.ca.gov
Phone Number:	2135766708

Global Id:	T0603700836
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Status History:

Global Id:	T0603700836

SHELL #204-4534-2700 (Continued) **S103437975**

Status: Completed - Case Closed
Status Date: 01/22/2013

Global Id: T0603700836
Status: Open - Case Begin Date
Status Date: 08/01/1989

Global Id: T0603700836
Status: Open - Eligible for Closure
Status Date: 11/16/2012

Global Id: T0603700836
Status: Open - Remediation
Status Date: 09/05/1990

Global Id: T0603700836
Status: Open - Remediation
Status Date: 10/17/2002

Global Id: T0603700836
Status: Open - Site Assessment
Status Date: 08/10/1989

Global Id: T0603700836
Status: Open - Site Assessment
Status Date: 12/19/1989

Global Id: T0603700836
Status: Open - Site Assessment
Status Date: 02/04/1997

Regulatory Activities:
Global Id: T0603700836
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 07/05/2005
Action: Interim Remedial Action Plan

Global Id: T0603700836
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

SHELL #204-4534-2700 (Continued) **S103437975**

Global Id: T0603700836
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603700836
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603700836
Action Type: RESPONSE
Date: 05/28/2009
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603700836
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: Other
Date: 08/01/1989
Action: Leak Discovery

Global Id: T0603700836
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE

SHELL #204-4534-2700 (Continued) **S103437975**

Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 06/29/2010
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603700836
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700836
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 10/17/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700836
Action Type: ENFORCEMENT
Date: 07/19/2002
Action: Site Visit / Inspection / Sampling

Global Id: T0603700836
Action Type: ENFORCEMENT
Date: 11/19/2012
Action: Notification - Preclosure

SHELL #204-4534-2700 (Continued) **S103437975**

Global Id: T0603700836
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: Other
Date: 04/12/1990
Action: Leak Reported

Global Id: T0603700836
Action Type: RESPONSE
Date: 04/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700836
Action Type: RESPONSE
Date: 03/22/2013
Action: Well Destruction Report

Global Id: T0603700836
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700836
Action Type: RESPONSE
Date: 01/21/2013
Action: Correspondence

Global Id: T0603700836
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 08/22/2002
Action: Other Report / Document

Global Id: T0603700836
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 08/09/2012
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603700836
Action Type: ENFORCEMENT
Date: 07/22/2002
Action: Staff Letter

Global Id: T0603700836
Action Type: RESPONSE

SHELL #204-4534-2700 (Continued) **S103437975**

Date: 08/08/2011
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603700836
Action Type: RESPONSE
Date: 04/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700836
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 08/15/2012
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603700836
Action Type: ENFORCEMENT
Date: 01/22/2013
Action: Closure/No Further Action Letter

Global Id: T0603700836
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700836
Action Type: REMEDIATION
Date: 09/01/1991
Action: Soil Vapor Extraction (SVE)

Global Id: T0603700836
Action Type: REMEDIATION
Date: 11/01/2000
Action: Excavation

Global Id: T0603700836
Action Type: REMEDIATION
Date: 12/01/2001
Action: Free Product Removal

SHELL #204-4534-2700 (Continued) **S103437975**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900330170	
Status:	Remedial action (cleanup) Underway	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700836	
W Global ID:	W0605100649	
Staff:	AT	
Local Agency:	19050	
Cross Street:	STATE ST	
Enforcement Type:	LET	
Date Leak Discovered:	8/1/1989	
Date Leak First Reported:		4/12/1990
Date Leak Record Entered:	4/18/1990	
Date Confirmation Began:	8/10/1989	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/15/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	FORMERLY BROOKLYN AVE	
Water System:	DAVE GRIFFITH L A D W P	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		9056.5705412422782135495509 36
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		12/19/1989
Pollution Characterization Began:		12/1/2000
Remediation Plan Submitted:		9/5/1990
Remedial Action Underway:		10/17/2002
Post Remedial Action Monitoring Began:		4/12/1990
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		1/1/1965
Hist Max MTBE Conc in Groundwater:		753000
Hist Max MTBE Conc in Soil:		38
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	=	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	ED PADEN	
RP Address:	CARSON TERMINAL, P.O. BOX 6249	
Program:	LUST	
Lat/Long:	34.0499588 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	

SHELL #204-4534-2700 (Continued) **S103437975**

Assigned Name: 2600649-001GEN
Summary: NO GW W/IN 1 MILE.; 12/16/99 4TH QTR GW MON RPT 1999; 7/14/00 2ND QTR GW MON RPT 2000; 9/18/00 WELL ABANDONMENT & REINSTALLATION RPT; 10/9/00 3RD QTR GW MON RPT; 1/13/01 4TH QTR GW MON RPT 2000

J50 **SHELL #204-4534-2700** **HIST CORTESE** **S105022888**
NNW **1900 CESAR CHAVEZ** **N/A**
1/4-1/2 **BOYLE HEIGHTS, CA 90033**
0.480 mi.
2535 ft. **Site 2 of 2 in cluster J**

Relative:
Higher

Actual:
347 ft.

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900330170

---

51 **AL SAL OIL #25** **LUST** **S107472830**
West **1800 4TH ST.** **N/A**
1/4-1/2 **LOS ANGELES, CA 90033**
0.499 mi.
2637 ft.

Relative:
Lower

Actual:
292 ft.

LUST:
Region: STATE
Global Id: T0603783818
Latitude: 34.042796
Longitude: -118.219277
Case Type: LUST Cleanup Site
Status: Open - Site Assessment
Status Date: 07/19/2012
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: MT
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900330407
LOC Case Number: 1914
File Location: Not reported
Potential Media Affect: Under Investigation
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603783818
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: T0603783818
Contact Type: Regional Board Caseworker
Contact Name: MARYAM TAIDY
Organization Name: LOS ANGELES RWQCB (REGION 4)

AL SAL OIL #25 (Continued) **S107472830**

Address: 320 W. 4TH ST., SUITE 200
City: LOS ANGELES
Email: mtaidy@waterboards.ca.gov
Phone Number: 2135766741

Status History:
Global Id: T0603783818
Status: Open - Case Begin Date
Status Date: 03/11/1998

Global Id: T0603783818
Status: Open - Site Assessment
Status Date: 01/28/1999

Global Id: T0603783818
Status: Open - Site Assessment
Status Date: 06/08/2006

Global Id: T0603783818
Status: Open - Site Assessment
Status Date: 05/11/2009

Global Id: T0603783818
Status: Open - Site Assessment
Status Date: 07/19/2012

Regulatory Activities:
Global Id: T0603783818
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603783818
Action Type: RESPONSE
Date: 07/15/2015
Action: Monitoring Report - Semi-Annually

Global Id: T0603783818
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603783818
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603783818
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603783818
Action Type: RESPONSE
Date: 01/15/2015
Action: Monitoring Report - Semi-Annually

AL SAL OIL #25 (Continued) **S107472830**

Global Id: T0603783818
Action Type: RESPONSE
Date: 10/30/2015
Action: CAP/RAP - Other Report

Global Id: T0603783818
Action Type: ENFORCEMENT
Date: 06/04/2015
Action: Health and Safety Code Section 25296.10(c)

Global Id: T0603783818
Action Type: RESPONSE
Date: 03/14/2008
Action: Soil and Water Investigation Workplan

Global Id: T0603783818
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603783818
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603783818
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603783818
Action Type: RESPONSE
Date: 01/15/2016
Action: Monitoring Report - Semi-Annually

Global Id: T0603783818
Action Type: Other
Date: 03/11/1998
Action: Leak Discovery

Global Id: T0603783818
Action Type: RESPONSE
Date: 12/29/2005
Action: Other Report / Document

Global Id: T0603783818
Action Type: RESPONSE
Date: 08/17/2011
Action: Well Installation Workplan

Global Id: T0603783818
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603783818
Action Type: RESPONSE

AL SAL OIL #25 (Continued) **S107472830**

Date: 10/01/2015
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603783818
Action Type: RESPONSE
Date: 02/28/2017
Action: Well Destruction Report

Global Id: T0603783818
Action Type: RESPONSE
Date: 07/15/2016
Action: Monitoring Report - Semi-Annually

Global Id: T0603783818
Action Type: ENFORCEMENT
Date: 11/29/2005
Action: Staff Letter

Global Id: T0603783818
Action Type: ENFORCEMENT
Date: 09/13/2016
Action: Notification - Preclosure

Global Id: T0603783818
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603783818
Action Type: RESPONSE
Date: 11/19/2012
Action: Soil and Water Investigation Report

Global Id: T0603783818
Action Type: ENFORCEMENT
Date: 10/09/2015
Action: Staff Letter

Global Id: T0603783818
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603783818
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603783818
Action Type: ENFORCEMENT
Date: 08/07/2015
Action: Staff Letter

Global Id: T0603783818
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

AL SAL OIL #25 (Continued) **S107472830**

Global Id:	T0603783818
Action Type:	RESPONSE
Date:	07/15/2013
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603783818
Action Type:	ENFORCEMENT
Date:	07/19/2012
Action:	Staff Letter
Global Id:	T0603783818
Action Type:	Other
Date:	01/28/1999
Action:	Leak Reported
Global Id:	T0603783818
Action Type:	RESPONSE
Date:	04/26/2011
Action:	Clean Up Fund - 5-Year Review Summary
Global Id:	T0603783818
Action Type:	RESPONSE
Date:	01/15/2014
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603783818
Action Type:	RESPONSE
Date:	03/11/2015
Action:	Request for Closure - Regulator Responded
Global Id:	T0603783818
Action Type:	RESPONSE
Date:	03/11/2015
Action:	Request for Closure - Regulator Responded
Global Id:	T0603783818
Action Type:	RESPONSE
Date:	07/23/2015
Action:	Other Workplan - Regulator Responded
Global Id:	T0603783818
Action Type:	RESPONSE
Date:	11/20/2007
Action:	Well Installation Report
Global Id:	T0603783818
Action Type:	RESPONSE
Date:	07/15/2014
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603783818
Action Type:	RESPONSE
Date:	07/20/2016
Action:	Request for Closure - Regulator Responded
Global Id:	T0603783818
Action Type:	REMEDIATION

AL SAL OIL #25 (Continued) **S107472830**

Date: 08/01/2015
Action: Other (Use Description Field)

52
NNW
1/2-1
0.629 mi.
3321 ft.

MANUAL ARTS NEW ELEMENTARY SCHOOL NO. 1 **ENVIROSTOR** **S105754241**
700 STATE STREET **SCH** **N/A**
LOS ANGELES, CA 90007

Relative:
Higher

Actual:
348 ft.

ENVIROSTOR:

Facility ID:	19840001
Status:	No Further Action
Status Date:	05/19/2000
Site Code:	304002
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	7.1
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Shahir Haddad
Supervisor:	Thomas Cota
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	59
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.01683
Longitude:	-118.2862
APN:	5037028905
Past Use:	* MUSEUMS, BOTANICAL, ZOOLOGICAL GARDENS
Potential COC:	Naturally Occurring Asbestos (NOA Benzene Lead TPH-diesel TPH-gas TPH-MOTOR OIL
Confirmed COC:	30024-NO 30025-NO 40002-NO 30003-NO 30013-NO 3002502-NO
Potential Description:	SOIL
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	MANUAL ARTS ELEMENTARY
Alias Type:	Alternate Name
Alias Name:	MANUAL ARTS ELEMENTARY SCHOOL #1
Alias Type:	Alternate Name
Alias Name:	MANUAL ARTS NEW ELEMENTARY SCHOOL #1
Alias Type:	Alternate Name
Alias Name:	5037028905
Alias Type:	APN
Alias Name:	304002
Alias Type:	Project Code (Site Code)
Alias Name:	19840001
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	05/19/2000

MANUAL ARTS NEW ELEMENTARY SCHOOL NO. 1 (Continued) **S105754241**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/22/2001
Comments: CRU Memo completed.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19840001
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 7.1
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Shahir Haddad
Supervisor: Thomas Cota
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304002
Assembly: 59
Senate: 30
Special Program Status: Not reported
Status: No Further Action
Status Date: 05/19/2000
Restricted Use: NO
Funding: School District
Latitude: 34.01683
Longitude: -118.2862
APN: 5037028905
Past Use: * MUSEUMS, BOTANICAL, ZOOLOGICAL GARDENS
Potential COC: Naturally Occurring Asbestos (NOA, Benzene, Lead, TPH-diesel, TPH-gas, TPH-MOTOR OIL
Confirmed COC: 30024-NO, 30025-NO, 40002-NO, 30003-NO, 30013-NO, 3002502-NO
Potential Description: SOIL
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: MANUAL ARTS ELEMENTARY

MANUAL ARTS NEW ELEMENTARY SCHOOL NO. 1 (Continued) **S105754241**

Alias Type:	Alternate Name
Alias Name:	MANUAL ARTS ELEMENTARY SCHOOL #1
Alias Type:	Alternate Name
Alias Name:	MANUAL ARTS NEW ELEMENTARY SCHOOL #1
Alias Type:	Alternate Name
Alias Name:	5037028905
Alias Type:	APN
Alias Name:	304002
Alias Type:	Project Code (Site Code)
Alias Name:	19840001
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	05/19/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	03/22/2001
Comments:	CRU Memo completed.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

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53 **SOTO STREET** **ENVIROSTOR** **S103620300**
SSW **1010 SOTO STREET** **SCH** **N/A**
1/2-1 **LOS ANGELES, CA 90023**
0.862 mi.
4549 ft.

Relative:
Lower

Actual:
298 ft.

ENVIROSTOR:

Facility ID:	19000004
Status:	Inactive - Action Required
Status Date:	05/30/2000
Site Code:	304173
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	4.35
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP

SOTO STREET (Continued) **S103620300**

Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.0319
Longitude: -118.2161
APN: NONE SPECIFIED
Past Use: * UNKNOWN, NURSERY
Potential COC: Arsenic Chlordane DDD DDE DDT
Confirmed COC: 30001-NO 30004-NO 30006-NO 30007-NO 30008-NO
Potential Description: SOIL
Alias Name: LA USD-SOTO ST.SCHOOL/CDE
Alias Type: Alternate Name
Alias Name: SOTO STREET SCHOOL (PROPOSED)
Alias Type: Alternate Name
Alias Name: 304173
Alias Type: Project Code (Site Code)
Alias Name: 19000004
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 05/30/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19000004
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 4.35
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP

SOTO STREET (Continued) **S103620300**

Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304173
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Inactive - Action Required
Status Date:	05/30/2000
Restricted Use:	NO
Funding:	School District
Latitude:	34.0319
Longitude:	-118.2161
APN:	NONE SPECIFIED
Past Use:	* UNKNOWN, NURSERY
Potential COC:	Arsenic, Chlordane, DDD, DDE, DDT
Confirmed COC:	30001-NO, 30004-NO, 30006-NO, 30007-NO, 30008-NO
Potential Description:	SOIL
Alias Name:	LA USD-SOTO ST.SCHOOL/CDE
Alias Type:	Alternate Name
Alias Name:	SOTO STREET SCHOOL (PROPOSED)
Alias Type:	Alternate Name
Alias Name:	304173
Alias Type:	Project Code (Site Code)
Alias Name:	19000004
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	05/30/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

54
South
1/2-1
0.945 mi.
4991 ft.

CENTRAL REGION MIDDLE SCHOOL #9, SITE 26
2821 EAST 7TH STREET
LOS ANGELES, CA 90023

ENVIROSTOR
SCH

S108484726
N/A

Relative:
Higher

Actual:
306 ft.

ENVIROSTOR:

Facility ID:	60000584
Status:	Inactive - Needs Evaluation
Status Date:	01/29/2008
Site Code:	304560
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	7.75
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.02989
Longitude:	-118.2094
APN:	NONE SPECIFIED
Past Use:	MACHINE SHOP, MAINTENANCE / CLEANING, NURSERY, SCHOOL - ELEMENTARY, SCHOOL - HIGH SCHOOL
Potential COC:	Under Investigation
Confirmed COC:	31001-NO
Potential Description:	SOIL, SV
Alias Name:	304560
Alias Type:	Project Code (Site Code)
Alias Name:	60000584
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	09/18/2012
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	60000584

CENTRAL REGION MIDDLE SCHOOL #9, SITE 26 (Continued) **S108484726**

Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	7.75
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304560
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Inactive - Needs Evaluation
Status Date:	01/29/2008
Restricted Use:	NO
Funding:	School District
Latitude:	34.02989
Longitude:	-118.2094
APN:	NONE SPECIFIED
Past Use:	MACHINE SHOP, MAINTENANCE / CLEANING, NURSERY, SCHOOL - ELEMENTARY, SCHOOL - HIGH SCHOOL
Potential COC:	Under Investigation
Confirmed COC:	31001-NO
Potential Description:	SOIL, SV
Alias Name:	304560
Alias Type:	Project Code (Site Code)
Alias Name:	60000584
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	09/18/2012
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	S105628628	DENA NEW PRIMARY CENTER	HOSTETTER STREET/ORME AVENUE	90023	ENVIROSTOR, SCH
LOS ANGELES	S107770251	CENTRAL REGION HIGH SCHOOL #15	MARENGO STREET / CHICAGO STREE	90033	ENVIROSTOR, SCH

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 04/05/2017
Date Data Arrived at EDR: 04/21/2017
Date Made Active in Reports: 05/12/2017
Number of Days to Update: 21

Source: EPA
Telephone: N/A
Last EDR Contact: 06/08/2017
Next Scheduled EDR Contact: 07/17/2017
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 04/05/2017
Date Data Arrived at EDR: 04/21/2017
Date Made Active in Reports: 05/12/2017
Number of Days to Update: 21

Source: EPA
Telephone: N/A
Last EDR Contact: 06/09/2017
Next Scheduled EDR Contact: 07/17/2017
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 04/05/2017
Date Data Arrived at EDR: 04/21/2017
Date Made Active in Reports: 05/12/2017
Number of Days to Update: 21

Source: EPA
Telephone: N/A
Last EDR Contact: 06/09/2017
Next Scheduled EDR Contact: 07/17/2017
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 92

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 04/07/2017
Next Scheduled EDR Contact: 07/17/2017
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 02/07/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 16

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/08/2017
Next Scheduled EDR Contact: 07/31/2017
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 02/07/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 16

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/08/2017
Next Scheduled EDR Contact: 07/31/2017
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 05/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 05/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 05/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 05/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 05/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Varies

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 12/28/2016
Date Data Arrived at EDR: 01/04/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 93

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 05/15/2017
Next Scheduled EDR Contact: 08/28/2017
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 02/13/2017
Date Data Arrived at EDR: 02/28/2017
Date Made Active in Reports: 06/09/2017
Number of Days to Update: 101

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/31/2017
Next Scheduled EDR Contact: 09/11/2017
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 02/13/2017
Date Data Arrived at EDR: 02/28/2017
Date Made Active in Reports: 06/09/2017
Number of Days to Update: 101

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/31/2017
Next Scheduled EDR Contact: 09/11/2017
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/26/2016
Date Data Arrived at EDR: 09/29/2016
Date Made Active in Reports: 11/11/2016
Number of Days to Update: 43

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 03/29/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Annually

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 01/30/2017
Date Data Arrived at EDR: 01/31/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 112

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2017
Next Scheduled EDR Contact: 08/14/2017
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 01/30/2017
Date Data Arrived at EDR: 01/31/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 112

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2017
Next Scheduled EDR Contact: 08/14/2017
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 02/13/2017
Date Data Arrived at EDR: 02/15/2017
Date Made Active in Reports: 05/02/2017
Number of Days to Update: 76

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 05/17/2017
Next Scheduled EDR Contact: 08/28/2017
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

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: 03/13/2017
Date Data Arrived at EDR: 03/14/2017
Date Made Active in Reports: 05/02/2017
Number of Days to Update: 49

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

LUST REG 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 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 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 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

LUST REG 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

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: 11/14/2016
Date Data Arrived at EDR: 01/26/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 99

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 10/14/2016
Date Data Arrived at EDR: 01/27/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 98

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Semi-Annually

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 10/07/2016
Date Data Arrived at EDR: 01/26/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 99
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Quarterly

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 10/06/2016
Date Data Arrived at EDR: 01/26/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 99
Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Quarterly

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 10/01/2016
Date Data Arrived at EDR: 01/26/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 99
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 11/14/2016
Date Data Arrived at EDR: 01/26/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 99
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/17/2016
Date Data Arrived at EDR: 01/26/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 99
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Quarterly

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 09/01/2016
Date Data Arrived at EDR: 01/26/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 99
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

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: 03/13/2017
Date Data Arrived at EDR: 03/14/2017
Date Made Active in Reports: 05/02/2017
Number of Days to Update: 49
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35
Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36
Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11
Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55
Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 04/11/2017
Next Scheduled EDR Contact: 07/24/2017
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 03/12/2017
Date Data Arrived at EDR: 03/16/2017
Date Made Active in Reports: 05/12/2017
Number of Days to Update: 57
Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 03/16/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69
Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 03/24/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Quarterly

INDIAN UST 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: 01/14/2017
Date Data Arrived at EDR: 01/26/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 99
Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
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: 10/01/2016
Date Data Arrived at EDR: 01/26/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 99
Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Semi-Annually

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 09/01/2016
Date Data Arrived at EDR: 01/26/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 99
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
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: 10/17/2016
Date Data Arrived at EDR: 01/26/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 99
Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Quarterly

INDIAN UST R9: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 10/06/2016
Date Data Arrived at EDR: 01/26/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 99
Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Quarterly

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 11/14/2016
Date Data Arrived at EDR: 01/26/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 99

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 10/14/2016
Date Data Arrived at EDR: 01/27/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 98

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Semi-Annually

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: 10/07/2016
Date Data Arrived at EDR: 01/26/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 99

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Quarterly

State and tribal voluntary cleanup sites

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 03/27/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

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: 01/30/2017
Date Data Arrived at EDR: 01/31/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 112

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2017
Next Scheduled EDR Contact: 08/14/2017
Data Release Frequency: Quarterly

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 01/03/2017
Date Data Arrived at EDR: 01/04/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 57
Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 03/29/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Varies

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 03/02/2017
Date Data Arrived at EDR: 03/02/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 36
Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 03/02/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30
Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 05/05/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 03/13/2017
Date Data Arrived at EDR: 03/14/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 50
Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 01/13/2017
Date Data Arrived at EDR: 01/17/2017
Date Made Active in Reports: 05/31/2017
Number of Days to Update: 134
Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 05/15/2017
Next Scheduled EDR Contact: 08/28/2017
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52
Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 05/01/2017
Next Scheduled EDR Contact: 08/14/2017
Data Release Frequency: Varies

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39
Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137
Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 04/24/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176
Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 05/05/2017
Next Scheduled EDR Contact: 08/14/2017
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register
A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 02/09/2017
Date Data Arrived at EDR: 03/08/2017
Date Made Active in Reports: 06/09/2017
Number of Days to Update: 93
Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 02/28/2017
Next Scheduled EDR Contact: 06/12/2017
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database
The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 01/30/2017
Date Data Arrived at EDR: 01/31/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 112

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2017
Next Scheduled EDR Contact: 08/14/2017
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 03/17/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 54

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 04/10/2017
Next Scheduled EDR Contact: 07/24/2017
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 02/09/2017
Date Data Arrived at EDR: 03/08/2017
Date Made Active in Reports: 06/09/2017
Number of Days to Update: 93

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/31/2017
Next Scheduled EDR Contact: 09/11/2017
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database
A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 03/09/2017
Date Data Arrived at EDR: 03/17/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 67

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 05/24/2017
Next Scheduled EDR Contact: 09/11/2017
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database
The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CA FID UST: Facility Inventory Database
The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS: Environmental Liens Listing
A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 03/06/2017
Date Data Arrived at EDR: 03/07/2017
Date Made Active in Reports: 04/21/2017
Number of Days to Update: 45

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 06/02/2017
Next Scheduled EDR Contact: 09/18/2017
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/18/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 06/09/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 03/06/2017
Date Data Arrived at EDR: 03/07/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 77

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 06/06/2017
Next Scheduled EDR Contact: 09/18/2017
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/28/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 37

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 03/29/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Annually

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 12/06/2016
Date Data Arrived at EDR: 01/25/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 105

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

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: 03/13/2017
Date Data Arrived at EDR: 03/14/2017
Date Made Active in Reports: 05/02/2017
Number of Days to Update: 49

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (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: 03/13/2017
Date Data Arrived at EDR: 03/14/2017
Date Made Active in Reports: 05/02/2017
Number of Days to Update: 49

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 12/12/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 05/02/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Varies

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 02/24/2017
Next Scheduled EDR Contact: 06/05/2017
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 04/14/2017
Next Scheduled EDR Contact: 07/24/2017
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 04/14/2017
Next Scheduled EDR Contact: 07/24/2017
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 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: 05/19/2017
Next Scheduled EDR Contact: 08/28/2017
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 02/13/2017
Date Data Arrived at EDR: 02/15/2017
Date Made Active in Reports: 05/12/2017
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 05/17/2017
Next Scheduled EDR Contact: 08/28/2017
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 05/08/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013
Date Data Arrived at EDR: 03/03/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 05/05/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 01/15/2015
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 14

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 03/24/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 11/24/2015
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 133

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/26/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 04/26/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 11/25/2013
Date Data Arrived at EDR: 12/12/2013
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 74

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 06/09/2017
Next Scheduled EDR Contact: 09/18/2017
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 02/01/2017
Date Data Arrived at EDR: 02/09/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 57

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 04/21/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3
Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 06/06/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 01/20/2016
Date Data Arrived at EDR: 04/28/2016
Date Made Active in Reports: 09/02/2016
Number of Days to Update: 127
Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 04/10/2017
Next Scheduled EDR Contact: 07/24/2017
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 04/10/2017
Next Scheduled EDR Contact: 07/24/2017
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 05/19/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 05/19/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016
Date Data Arrived at EDR: 09/08/2016
Date Made Active in Reports: 10/21/2016
Number of Days to Update: 43
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 05/08/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 06/05/2017
Next Scheduled EDR Contact: 09/18/2017
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/05/2017
Next Scheduled EDR Contact: 09/18/2017
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011
Date Data Arrived at EDR: 10/19/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 83
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 04/28/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 01/04/2017
Date Data Arrived at EDR: 01/06/2017
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 35
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 04/06/2017
Next Scheduled EDR Contact: 07/17/2017
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 05/02/2017
Next Scheduled EDR Contact: 08/14/2017
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 09/30/2016
Date Data Arrived at EDR: 11/18/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 77

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 03/27/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 02/24/2015
Date Made Active in Reports: 09/30/2015
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 05/26/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 04/14/2017
Next Scheduled EDR Contact: 07/24/2017
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 12/23/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 02/17/2017
Number of Days to Update: 52

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 05/05/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010
Date Data Arrived at EDR: 10/07/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 146

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/22/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 12/05/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 36

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 06/09/2017
Next Scheduled EDR Contact: 07/17/2017
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 03/07/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 03/07/2017
Next Scheduled EDR Contact: 04/10/2017
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/08/2017
Date Data Arrived at EDR: 02/28/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 38

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 05/31/2017
Next Scheduled EDR Contact: 09/11/2017
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/31/2017
Next Scheduled EDR Contact: 09/11/2017
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 06/02/2017
Next Scheduled EDR Contact: 09/11/2017
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/14/2017
Date Data Arrived at EDR: 03/17/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 21

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 06/09/2017
Next Scheduled EDR Contact: 09/25/2017
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: 04/04/2017
Date Data Arrived at EDR: 04/07/2017
Date Made Active in Reports: 05/12/2017
Number of Days to Update: 35

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 06/07/2017
Next Scheduled EDR Contact: 09/18/2017
Data Release Frequency: Quarterly

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 03/19/2017
Date Data Arrived at EDR: 03/21/2017
Date Made Active in Reports: 05/12/2017
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 06/07/2017
Next Scheduled EDR Contact: 09/18/2017
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 10/25/2015
Date Data Arrived at EDR: 01/29/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 67

Source: Department of Defense
Telephone: 571-373-0407
Last EDR Contact: 05/22/2017
Next Scheduled EDR Contact: 07/31/2017
Data Release Frequency: Varies

DOCKET HWC: Hazardous Waste Compliance Docket Listing
A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 06/02/2016
Date Data Arrived at EDR: 06/03/2016
Date Made Active in Reports: 09/02/2016
Number of Days to Update: 91
Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 05/24/2017
Next Scheduled EDR Contact: 09/11/2017
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: 02/22/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/12/2017
Number of Days to Update: 79
Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 05/24/2017
Next Scheduled EDR Contact: 09/04/2017
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: 12/28/2016
Date Data Arrived at EDR: 12/28/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 64
Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 03/29/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Quarterly

DRYCLEANERS: Cleaner Facilities
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 03/09/2017
Date Data Arrived at EDR: 04/11/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 42
Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 06/02/2017
Next Scheduled EDR Contact: 09/18/2017
Data Release Frequency: Annually

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 09/23/2016
Date Made Active in Reports: 10/24/2016
Number of Days to Update: 31
Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 03/21/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 01/23/2017
Date Data Arrived at EDR: 01/27/2017
Date Made Active in Reports: 05/25/2017
Number of Days to Update: 118

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 04/24/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 04/25/2016
Date Data Arrived at EDR: 04/29/2016
Date Made Active in Reports: 06/21/2016
Number of Days to Update: 53

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 06/02/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 02/14/2017
Date Data Arrived at EDR: 02/17/2017
Date Made Active in Reports: 05/25/2017
Number of Days to Update: 97

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 05/15/2017
Next Scheduled EDR Contact: 08/28/2017
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 10/12/2016
Date Made Active in Reports: 12/15/2016
Number of Days to Update: 64

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 04/14/2017
Next Scheduled EDR Contact: 07/24/2017
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 11/21/2016
Date Data Arrived at EDR: 11/22/2016
Date Made Active in Reports: 01/23/2017
Number of Days to Update: 62

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 05/24/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing
Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 11/21/2016
Date Data Arrived at EDR: 11/22/2016
Date Made Active in Reports: 01/23/2017
Number of Days to Update: 62
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/24/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database
A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 04/11/2017
Date Data Arrived at EDR: 04/13/2017
Date Made Active in Reports: 04/26/2017
Number of Days to Update: 13
Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 04/13/2017
Next Scheduled EDR Contact: 07/24/2017
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing
A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 09/12/2016
Date Data Arrived at EDR: 09/14/2016
Date Made Active in Reports: 10/14/2016
Number of Days to Update: 30
Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 03/13/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Varies

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 12/02/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 86
Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 06/06/2017
Next Scheduled EDR Contact: 09/18/2017
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 11/14/2016
Date Data Arrived at EDR: 11/15/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 107
Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 05/17/2017
Next Scheduled EDR Contact: 08/28/2017
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 12/06/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 03/03/2017
Number of Days to Update: 87
Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 06/07/2017
Next Scheduled EDR Contact: 09/18/2017
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 03/13/2017
Date Data Arrived at EDR: 03/14/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 50
Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 12/16/2016
Date Data Arrived at EDR: 12/22/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 70
Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 04/03/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: No Update Planned

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 01/20/2017
Date Data Arrived at EDR: 03/14/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 50
Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 03/14/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water board?s review found that more than one-third of the region?s active disposal pits are operating without permission.

Date of Government Version: 04/15/2015
Date Data Arrived at EDR: 04/17/2015
Date Made Active in Reports: 06/23/2015
Number of Days to Update: 67
Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 04/14/2017
Next Scheduled EDR Contact: 07/24/2017
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9
Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 05/22/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Quarterly

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13
Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 03/24/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 04/10/2017
Date Data Arrived at EDR: 04/11/2017
Date Made Active in Reports: 05/12/2017
Number of Days to Update: 31

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 04/10/2017
Next Scheduled EDR Contact: 07/24/2017
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 04/10/2017
Date Data Arrived at EDR: 04/11/2017
Date Made Active in Reports: 05/02/2017
Number of Days to Update: 21

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 04/10/2017
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List

Cupa Facility List

Date of Government Version: 03/06/2017
Date Data Arrived at EDR: 03/08/2017
Date Made Active in Reports: 04/14/2017
Number of Days to Update: 37

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 06/02/2017
Next Scheduled EDR Contact: 09/18/2017
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing

Cupa facility list.

Date of Government Version: 01/31/2017
Date Data Arrived at EDR: 02/07/2017
Date Made Active in Reports: 05/12/2017
Number of Days to Update: 94

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 04/10/2017
Next Scheduled EDR Contact: 07/24/2017
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 03/27/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 02/23/2017
Date Data Arrived at EDR: 02/24/2017
Date Made Active in Reports: 05/12/2017
Number of Days to Update: 77

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 06/02/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: Varies

CONTRA COSTA COUNTY:

Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 11/17/2016
Date Data Arrived at EDR: 11/22/2016
Date Made Active in Reports: 01/26/2017
Number of Days to Update: 65

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 05/01/2017
Next Scheduled EDR Contact: 08/14/2017
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List
Cupa Facility list

Date of Government Version: 01/31/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/14/2017
Number of Days to Update: 70

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 05/01/2017
Next Scheduled EDR Contact: 08/14/2017
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 02/24/2017
Date Data Arrived at EDR: 02/28/2017
Date Made Active in Reports: 05/12/2017
Number of Days to Update: 73

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 05/01/2017
Next Scheduled EDR Contact: 08/14/2017
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 04/06/2017
Date Data Arrived at EDR: 04/07/2017
Date Made Active in Reports: 05/17/2017
Number of Days to Update: 40

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 03/31/2017
Next Scheduled EDR Contact: 07/17/2017
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 12/02/2016
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 05/25/2017
Number of Days to Update: 111

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 04/24/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

HUMBOLDT COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 03/20/2017
Date Data Arrived at EDR: 03/21/2017
Date Made Active in Reports: 05/17/2017
Number of Days to Update: 57

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 05/22/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Varies

IMPERIAL COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 01/23/2017
Date Data Arrived at EDR: 01/25/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 36

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 04/24/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

INYO COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 03/09/2017
Date Data Arrived at EDR: 03/09/2017
Date Made Active in Reports: 05/25/2017
Number of Days to Update: 77

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 06/02/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 02/07/2017
Date Data Arrived at EDR: 02/10/2017
Date Made Active in Reports: 05/02/2017
Number of Days to Update: 81

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 05/05/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 03/06/2017
Date Data Arrived at EDR: 03/07/2017
Date Made Active in Reports: 05/17/2017
Number of Days to Update: 71

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 05/22/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/18/2017
Date Data Arrived at EDR: 01/20/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 41

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 04/17/2017
Next Scheduled EDR Contact: 07/31/2017
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 11/30/2016
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 05/25/2017
Number of Days to Update: 111

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 11/30/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206
Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 03/20/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: No Update Planned

HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 11/14/2016
Date Data Arrived at EDR: 11/18/2016
Date Made Active in Reports: 01/23/2017
Number of Days to Update: 66
Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 04/10/2017
Next Scheduled EDR Contact: 07/24/2017
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/17/2017
Date Data Arrived at EDR: 04/18/2017
Date Made Active in Reports: 05/02/2017
Number of Days to Update: 14
Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 04/18/2017
Next Scheduled EDR Contact: 07/31/2017
Data Release Frequency: Varies

City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2016
Date Data Arrived at EDR: 01/26/2016
Date Made Active in Reports: 03/22/2016
Number of Days to Update: 56
Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 04/17/2017
Next Scheduled EDR Contact: 07/31/2017
Data Release Frequency: Varies

Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 03/29/2016
Date Data Arrived at EDR: 04/06/2016
Date Made Active in Reports: 06/13/2016
Number of Days to Update: 68
Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 04/17/2017
Next Scheduled EDR Contact: 07/31/2017
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/17/2017
Date Data Arrived at EDR: 01/18/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 112
Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 04/17/2017
Next Scheduled EDR Contact: 07/31/2017
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/09/2017
Date Data Arrived at EDR: 03/10/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 54
Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 04/24/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Annually

City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/10/2017
Date Data Arrived at EDR: 01/13/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 110

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 04/10/2017
Next Scheduled EDR Contact: 07/24/2017
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 03/03/2017
Date Data Arrived at EDR: 03/07/2017
Date Made Active in Reports: 05/17/2017
Number of Days to Update: 71

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 05/22/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 03/31/2017
Date Data Arrived at EDR: 04/06/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 27

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 03/31/2017
Next Scheduled EDR Contact: 07/17/2017
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 02/22/2017
Date Data Arrived at EDR: 02/23/2017
Date Made Active in Reports: 05/17/2017
Number of Days to Update: 83

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 06/02/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List
CUPA Facility List

Date of Government Version: 02/21/2017
Date Data Arrived at EDR: 03/02/2017
Date Made Active in Reports: 05/17/2017
Number of Days to Update: 76

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 05/24/2017
Next Scheduled EDR Contact: 09/11/2017
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 06/24/2016
Date Data Arrived at EDR: 06/27/2016
Date Made Active in Reports: 08/09/2016
Number of Days to Update: 43

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 05/22/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/24/2017
Next Scheduled EDR Contact: 09/11/2017
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 03/15/2017
Date Data Arrived at EDR: 03/16/2017
Date Made Active in Reports: 05/09/2017
Number of Days to Update: 54

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/24/2017
Next Scheduled EDR Contact: 09/11/2017
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 02/09/2017
Date Data Arrived at EDR: 02/10/2017
Date Made Active in Reports: 05/17/2017
Number of Days to Update: 96

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 05/01/2017
Next Scheduled EDR Contact: 08/14/2017
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 02/06/2017
Date Data Arrived at EDR: 02/10/2017
Date Made Active in Reports: 04/21/2017
Number of Days to Update: 70

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/08/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 11/04/2016
Date Data Arrived at EDR: 11/11/2016
Date Made Active in Reports: 01/23/2017
Number of Days to Update: 73

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/08/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 02/06/2017
Date Data Arrived at EDR: 02/07/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 85
Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/09/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 09/02/2016
Date Data Arrived at EDR: 09/06/2016
Date Made Active in Reports: 10/14/2016
Number of Days to Update: 38
Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 06/02/2017
Next Scheduled EDR Contact: 09/18/2017
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 01/31/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 05/25/2017
Number of Days to Update: 111
Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 06/02/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 04/18/2017
Date Data Arrived at EDR: 04/20/2017
Date Made Active in Reports: 04/21/2017
Number of Days to Update: 1
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 03/20/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: Quarterly

Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 01/19/2017
Date Data Arrived at EDR: 01/25/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 98
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 03/20/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 56

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 04/04/2017
Next Scheduled EDR Contact: 07/17/2017
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 11/08/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 56

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 04/04/2017
Next Scheduled EDR Contact: 07/17/2017
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 11/30/2016
Date Data Arrived at EDR: 02/09/2017
Date Made Active in Reports: 05/25/2017
Number of Days to Update: 105

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 05/05/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 12/09/2016
Date Data Arrived at EDR: 12/13/2016
Date Made Active in Reports: 03/03/2017
Number of Days to Update: 80

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 05/08/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 10/05/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 86

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 06/07/2017
Next Scheduled EDR Contact: 09/18/2017
Data Release Frequency: Quarterly

Solid Waste Facilities
San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 58
Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 04/24/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

Environmental Case Listing
The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24
Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 06/05/2017
Next Scheduled EDR Contact: 09/18/2017
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversite Facilities
A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10
Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 05/05/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: Quarterly

Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 02/28/2017
Date Data Arrived at EDR: 03/02/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 62
Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 05/05/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 03/21/2017
Date Data Arrived at EDR: 03/23/2017
Date Made Active in Reports: 05/09/2017
Number of Days to Update: 47
Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 03/20/2017
Next Scheduled EDR Contact: 07/03/2017
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 02/21/2017
Date Data Arrived at EDR: 02/21/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 91
Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 06/02/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 03/15/2017
Date Data Arrived at EDR: 04/07/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 33
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/09/2017
Next Scheduled EDR Contact: 09/25/2017
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/15/2017
Date Data Arrived at EDR: 04/07/2017
Date Made Active in Reports: 04/21/2017
Number of Days to Update: 14
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/09/2017
Next Scheduled EDR Contact: 09/25/2017
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28
Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 05/22/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List
Cupa facility list

Date of Government Version: 02/22/2017
Date Data Arrived at EDR: 02/23/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 89
Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 05/22/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22
Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13
Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 05/24/2017
Next Scheduled EDR Contact: 09/11/2017
Data Release Frequency: Annually

Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 11/10/2016
Date Made Active in Reports: 01/24/2017
Number of Days to Update: 75

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 05/05/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

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: 05/22/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 03/14/2017
Date Data Arrived at EDR: 03/17/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 67

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 05/22/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 11/29/2016
Date Data Arrived at EDR: 12/21/2016
Date Made Active in Reports: 12/22/2016
Number of Days to Update: 1

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 06/09/2017
Next Scheduled EDR Contact: 09/25/2017
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 03/15/2017
Date Data Arrived at EDR: 03/17/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 47

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 06/09/2017
Next Scheduled EDR Contact: 09/25/2017
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list

Date of Government Version: 03/01/2017
Date Data Arrived at EDR: 03/30/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 54

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 03/27/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 01/04/2017
Date Data Arrived at EDR: 01/06/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 55

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 03/27/2017
Next Scheduled EDR Contact: 07/10/2017
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 01/20/2017
Date Data Arrived at EDR: 01/24/2017
Date Made Active in Reports: 05/18/2017
Number of Days to Update: 114

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 11/30/2017
Next Scheduled EDR Contact: 07/31/2017
Data Release Frequency: Varies

SUTTER COUNTY:

Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 12/02/2016
Date Data Arrived at EDR: 12/06/2016
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 35

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 06/02/2017
Next Scheduled EDR Contact: 09/18/2017
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA Facility List

Cupa facilities

Date of Government Version: 01/05/2017
Date Data Arrived at EDR: 02/10/2017
Date Made Active in Reports: 05/25/2017
Number of Days to Update: 104

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 05/05/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 01/23/2017
Date Data Arrived at EDR: 01/25/2017
Date Made Active in Reports: 05/18/2017
Number of Days to Update: 113

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 04/24/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

TULARE COUNTY:

CUPA Facility List
Cupa program facilities

Date of Government Version: 01/05/2017
Date Data Arrived at EDR: 02/10/2017
Date Made Active in Reports: 05/25/2017
Number of Days to Update: 104

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 06/02/2017
Next Scheduled EDR Contact: 08/21/2017
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/25/2017
Date Data Arrived at EDR: 01/27/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 34

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 04/24/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Varies

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 12/27/2016
Date Data Arrived at EDR: 01/27/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 103

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 04/24/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 03/31/2017
Next Scheduled EDR Contact: 07/17/2017
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 05/15/2017
Next Scheduled EDR Contact: 08/28/2017
Data Release Frequency: Quarterly

Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/26/2016
Date Data Arrived at EDR: 10/27/2016
Date Made Active in Reports: 01/24/2017
Number of Days to Update: 89

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 04/24/2017
Next Scheduled EDR Contact: 08/07/2017
Data Release Frequency: Quarterly

Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 02/27/2017
Date Data Arrived at EDR: 03/15/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 49
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 03/15/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 03/31/2017
Date Data Arrived at EDR: 04/06/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 27
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 03/31/2017
Next Scheduled EDR Contact: 07/17/2017
Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 01/30/2017
Date Data Arrived at EDR: 01/31/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 112
Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 05/01/2017
Next Scheduled EDR Contact: 08/14/2017
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/30/2013
Date Data Arrived at EDR: 08/19/2013
Date Made Active in Reports: 10/03/2013
Number of Days to Update: 45
Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 05/15/2017
Next Scheduled EDR Contact: 08/28/2017
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 09/29/2016
Date Made Active in Reports: 01/03/2017
Number of Days to Update: 96
Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 04/11/2017
Next Scheduled EDR Contact: 07/24/2017
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/30/2017
Date Data Arrived at EDR: 02/01/2017
Date Made Active in Reports: 02/13/2017
Number of Days to Update: 12

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 05/03/2017
Next Scheduled EDR Contact: 08/14/2017
Data Release Frequency: Annually

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 07/22/2016
Date Made Active in Reports: 11/22/2016
Number of Days to Update: 123

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 04/18/2017
Next Scheduled EDR Contact: 07/31/2017
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 06/19/2015
Date Made Active in Reports: 07/15/2015
Number of Days to Update: 26

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/22/2017
Next Scheduled EDR Contact: 09/04/2017
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 04/14/2016
Date Made Active in Reports: 06/03/2016
Number of Days to Update: 50

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 03/13/2017
Next Scheduled EDR Contact: 06/26/2017
Data Release Frequency: Annually

Oil/Gas Pipelines

Source: PennWell Corporation

Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data

Source: PennWell Corporation

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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.
Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.
Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.
Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish & Game
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

119/121 S. SOTO STREET & 2316/2324 1ST ST. PHASE 1
119 SOUTH SOTO STREET
LOS ANGELES, CA 90033

TARGET PROPERTY COORDINATES

Latitude (North):	34.0434 - 34° 2' 36.24''
Longitude (West):	118.210496 - 118° 12' 37.79''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	388264.6
UTM Y (Meters):	3767434.2
Elevation:	302 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5630795 LOS ANGELES, 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 principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

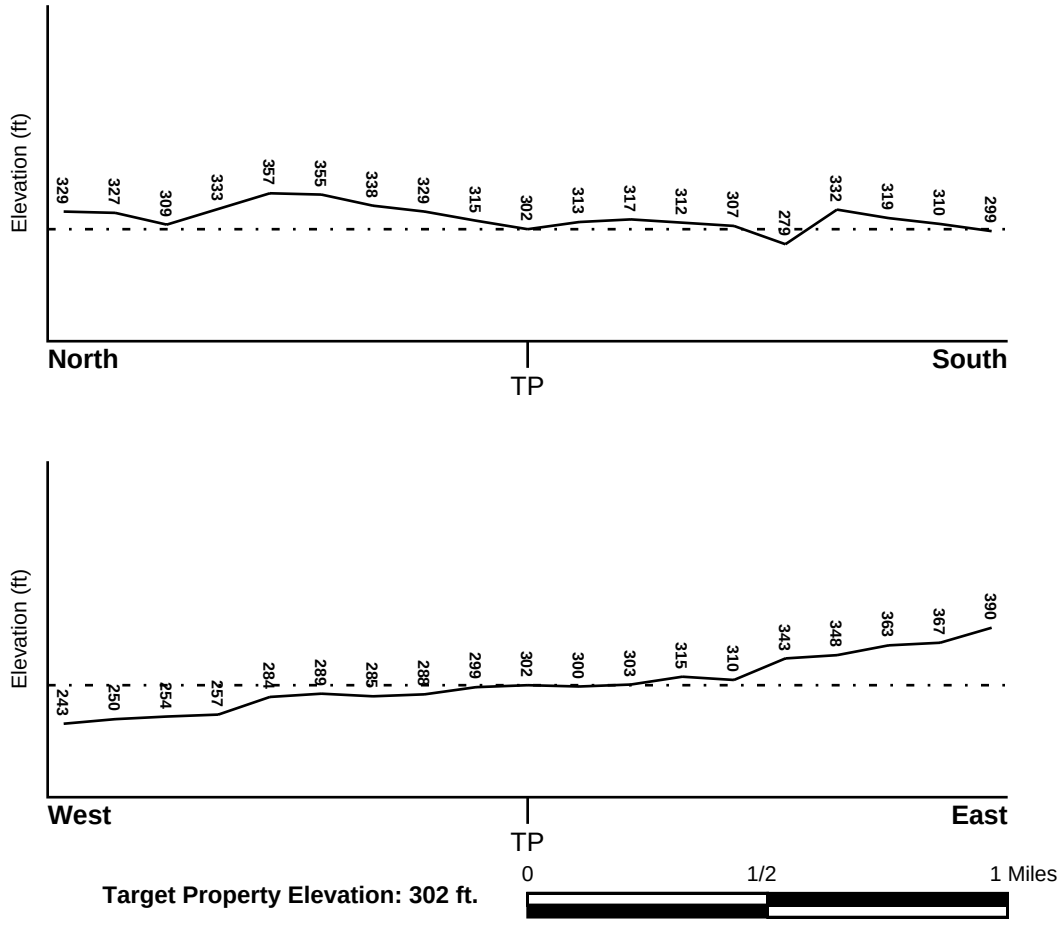
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General WSW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
06037C1637F	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
06037C1636F	FEMA FIRM Flood data
06037C1638F	FEMA FIRM Flood data
06037C1639F	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
LOS ANGELES	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
1	1/2 - 1 Mile WSW	SW
A2	1/2 - 1 Mile NW	SW
A3	1/2 - 1 Mile NW	Not Reported
B4	1/2 - 1 Mile NNE	W
B5	1/2 - 1 Mile NNE	Not Reported
B6	1/2 - 1 Mile NNE	Not Reported

For additional site information, refer to Physical Setting Source Map Findings.

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

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:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name:	HAMBRIGHT
Soil Surface Texture:	gravelly - loam
Hydrologic Group:	Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.
Soil Drainage Class:	Well drained. Soils have intermediate water holding capacity. Depth to water table is more than 6 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel:	MODERATE
Depth to Bedrock Min:	> 10 inches
Depth to Bedrock Max:	> 20 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	7 inches	gravelly - loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel	Max: 2.00 Min: 0.60	Max: 7.30 Min: 6.10
2	7 inches	16 inches	very gravelly - loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel. COARSE-GRAINED SOILS, Gravels, Gravels with fines, Clayey Gravel.	Max: 2.00 Min: 0.60	Max: 7.30 Min: 6.10
3	16 inches	20 inches	unweathered bedrock	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: loam
silty clay loam
shaly - clay loam
sandy loam
clay
loamy sand
clay loam

Surficial Soil Types: loam
silty clay loam
shaly - clay loam
sandy loam
clay
loamy sand
clay loam

Shallow Soil Types: silty clay

Deeper Soil Types: weathered bedrock
clay loam

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

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

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 0.001 miles
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

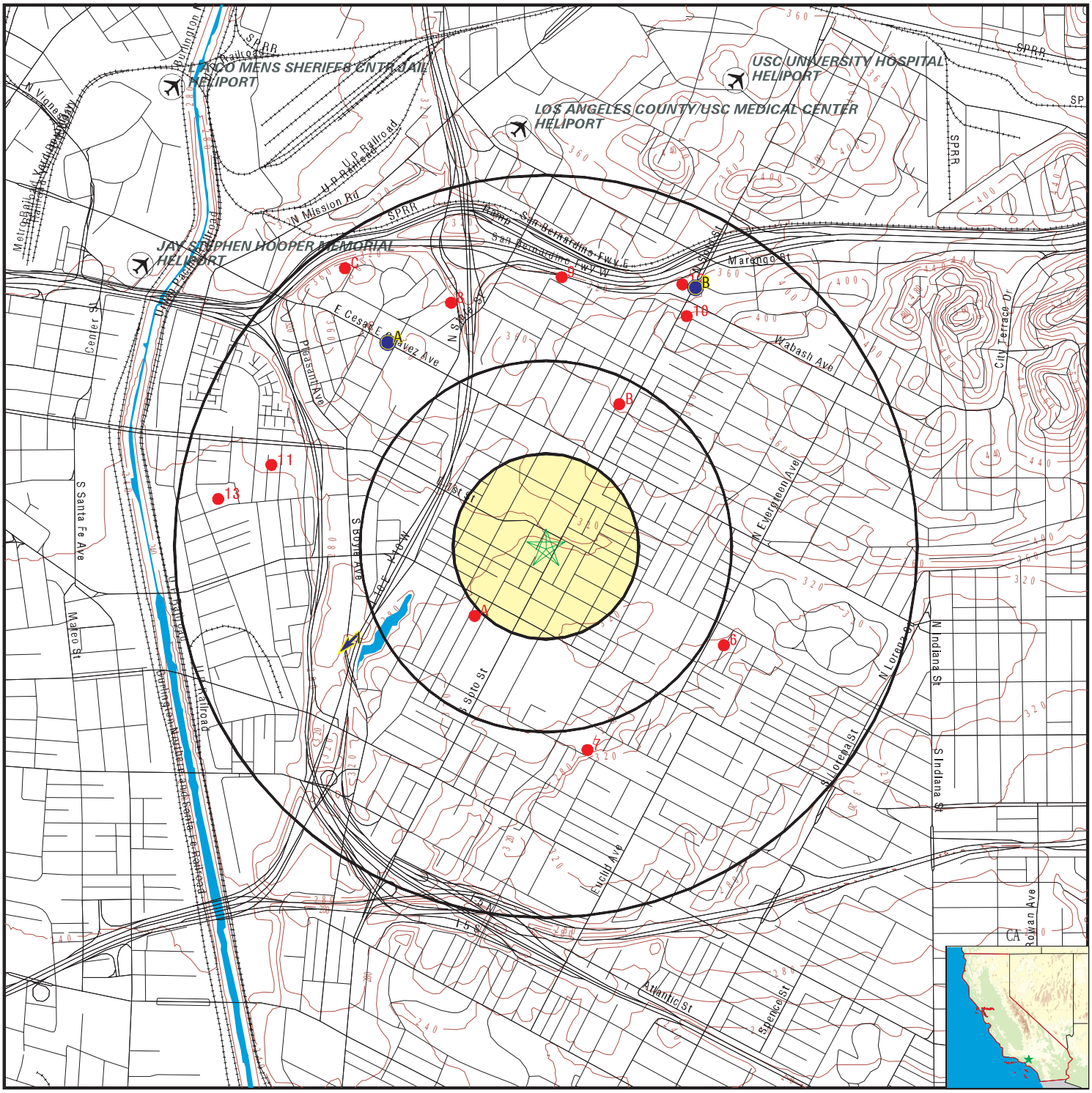
MAP ID	WELL ID	LOCATION FROM TP
A1	CAOG11000201102	1/4 - 1/2 Mile SW
A2	CAOG11000201101	1/4 - 1/2 Mile SW
A3	CAOG11000201099	1/4 - 1/2 Mile SW
B4	CAOG11000214589	1/4 - 1/2 Mile NNE
B5	CAOG11000214607	1/4 - 1/2 Mile NNE
6	CAOG11000201098	1/2 - 1 Mile ESE
7	CAOG11000204482	1/2 - 1 Mile SSE
8	CAOG11000214062	1/2 - 1 Mile NNW
9	CAOG11000204511	1/2 - 1 Mile North
10	CAOG11000214189	1/2 - 1 Mile NNE
11	CAOG11000200864	1/2 - 1 Mile WNW
12	CAOG11000214397	1/2 - 1 Mile NNE
13	CAOG11000205253	1/2 - 1 Mile West
C14	CAOG11000205186	1/2 - 1 Mile NW

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
C15	CAOG11000204699	1/2 - 1 Mile NW

PHYSICAL SETTING SOURCE MAP - 4967023.2s



0 1/4 1/2 1 Miles

N

- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Airports
- 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:	119/121 S. Soto Street & 2316/2324 1st St. Phase 1	CLIENT:	Geocon Geotechnical & Env
ADDRESS:	119 South Soto Street Los Angeles CA 90033	CONTACT:	Mike Akoto
LAT/LONG:	34.0434 / 118.210496	INQUIRY #:	4967023.2s
		DATE:	June 14, 2017 9:45 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation			Database	EDR ID Number
1 **WSW** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900330161 SW 25 25 Not Reported 09/19/1996	**AQUIFLOW**	**38082**
A2 **NW** **1/2 - 1 Mile** **Higher**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900330189 SW 25.59 30.09 Not Reported 05/26/1993	**AQUIFLOW**	**38076**
A3 **NW** **1/2 - 1 Mile** **Higher**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900330225 Not Reported 40 50 Not Reported 11/19/1997	**AQUIFLOW**	**38178**
B4 **NNE** **1/2 - 1 Mile** **Higher**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900330234 W Not Reported Not Reported 20.1 11/04/1996	**AQUIFLOW**	**69670**
B5 **NNE** **1/2 - 1 Mile** **Higher**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900330152 Not Reported 25 32 Not Reported 10/23/1990	**AQUIFLOW**	**38063**
B6 **NNE** **1/2 - 1 Mile** **Higher**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900570061 Not Reported 8.37 12 Not Reported 08/07/1996	**AQUIFLOW**	**55186**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

A1
SW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000201102**

District nun:	1	Api number:	03701153
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Atlantic Richfield Company		
County name:	Los Angeles	Fieldname:	Boyle Heights (ABD)
Area name:	Any Area	Section:	36
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Industrial Community	Wellnumber:	1A-5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000201102		

A2
SW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000201101**

District nun:	1	Api number:	03701152
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Atlantic Richfield Company		
County name:	Los Angeles	Fieldname:	Boyle Heights (ABD)
Area name:	Any Area	Section:	35
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Industrial Community	Wellnumber:	1-4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000201101		

A3
SW
1/4 - 1/2 Mile

OIL_GAS **CAOG11000201099**

District nun:	1	Api number:	03701125
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Atlantic Richfield Company		
County name:	Los Angeles	Fieldname:	Boyle Heights (ABD)
Area name:	Any Area	Section:	35
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Industrial Community	Wellnumber:	1-1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000201099		

B4
NNE **OIL_GAS** **CAOG11000214589**
1/4 - 1/2 Mile

District nun:	1	Api number:	03721137
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	26
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	BEW-1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000214589		

B5
NNE **OIL_GAS** **CAOG11000214607**
1/4 - 1/2 Mile

District nun:	1	Api number:	03721163
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	26
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	BEW-2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000214607		

6
ESE **OIL_GAS** **CAOG11000201098**
1/2 - 1 Mile

District nun:	1	Api number:	03701124
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Atlantic Richfield Company		
County name:	Los Angeles	Fieldname:	Boyle Heights (ABD)
Area name:	Any Area	Section:	36
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Evergreen	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PDH
Site id:	CAOG11000201098		

7
SSE **OIL_GAS** **CAOG11000204482**
1/2 - 1 Mile

District nun:	1	Api number:	03705151
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Atlantic Richfield Company		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	35
Township:	01S	Range:	15W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Boyle Community	Wellnumber:	17-1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PDH
Site id:	CAOG11000204482		

Map ID
Direction
Distance

Database EDR ID Number

8
NNW **OIL_GAS** **CAOG11000214062**
1/2 - 1 Mile

District nun:	1	Api number:	03720373
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	26
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Seventh Day Adventist Church C	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PDH
Site id:	CAOG11000214062		

9
North **OIL_GAS** **CAOG11000204511**
1/2 - 1 Mile

District nun:	1	Api number:	03705189
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	I
Operator name:	C. Bell		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	25
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000204511		

10
NNE **OIL_GAS** **CAOG11000214189**
1/2 - 1 Mile

District nun:	1	Api number:	03720702
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	25
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Friend Corehole	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000214189		

11
WNW **OIL_GAS** **CAOG11000200864**
1/2 - 1 Mile

District nun:	1	Api number:	03700508
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	34
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Dept. Of Recreation/Parks Core	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000200864		

12
NNE **OIL_GAS** **CAOG11000214397**
1/2 - 1 Mile

District nun:	1	Api number:	03721740
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	25
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	Blanchard	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000214397		

13
West
1/2 - 1 Mile

OIL_GAS **CAOG11000205253**

District nun:	1	Api number:	03706327
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Industrial Royalties Co.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	34
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Core Hole	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000205253		

C14
NW
1/2 - 1 Mile

OIL_GAS **CAOG11000205186**

District nun:	1	Api number:	03706212
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	A
Operator name:	Ventura Oil syndicate #1		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	26
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000205186		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

C15
NW
1/2 - 1 Mile

OIL_GAS **CAOG11000204699**

District nun:	1	Api number:	03705474
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	B
Operator name:	Joseph L. Herron		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	26
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000204699		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
90033	4	0

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.

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 & Game
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} 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: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
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.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

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 D

119/121 S. Soto Street & 2316/2324 1st St. Phase 1

119 South Soto Street

Los Angeles, CA 90033

Inquiry Number: 4967023.9

June 15, 2017

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Pac age

06/15/17

Site Name:

119/121 S. Soto Street & 2316/
119 South Soto Street
Los Angeles, CA 90033
EDR Inquiry # 4967023.9

Client Name:

Geocon Geotechnical & Env
3303 North San Fernando Blvd.
Burbank, CA 91504
Contact: Mike Akoto

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

<HDU	6FDOH	'HWDLOV	6RXUFH
2012	1"=500'	Flight Year: 2012	USDA/NAIP
2010	1"=500'	Flight Year: 2010	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2005	1"=500'	Flight Year: 2005	USDA/NAIP
2002	1"=500'	Flight Date: June 10, 2002	USDA
1994	1"=500'	Acquisition Date: May 31, 1994	USGS/DOQQ
1989	1"=500'	Flight Date: August 22, 1989	USDA
1983	1"=500'	Flight Date: November 19, 1983	EDR Proprietary Brewster Pacific
1977	1"=500'	Flight Date: April 25, 1977	EDR Proprietary Brewster Pacific
1972	1"=500'	Flight Date: November 21, 1972	EDR Proprietary Brewster Pacific
1964	1"=500'	Flight Date: July 28, 1964	USGS
1952	1"=500'	Flight Date: August 01, 1952	USGS
1948	1"=500'	Flight Date: July 10, 1948	USGS
1938	1"=500'	Flight Date: May 22, 1938	USDA
1928	1"=500'	Flight Date: January 01, 1928	USGS
1923	1"=500'	Flight Date: January 01, 1923	FAIR

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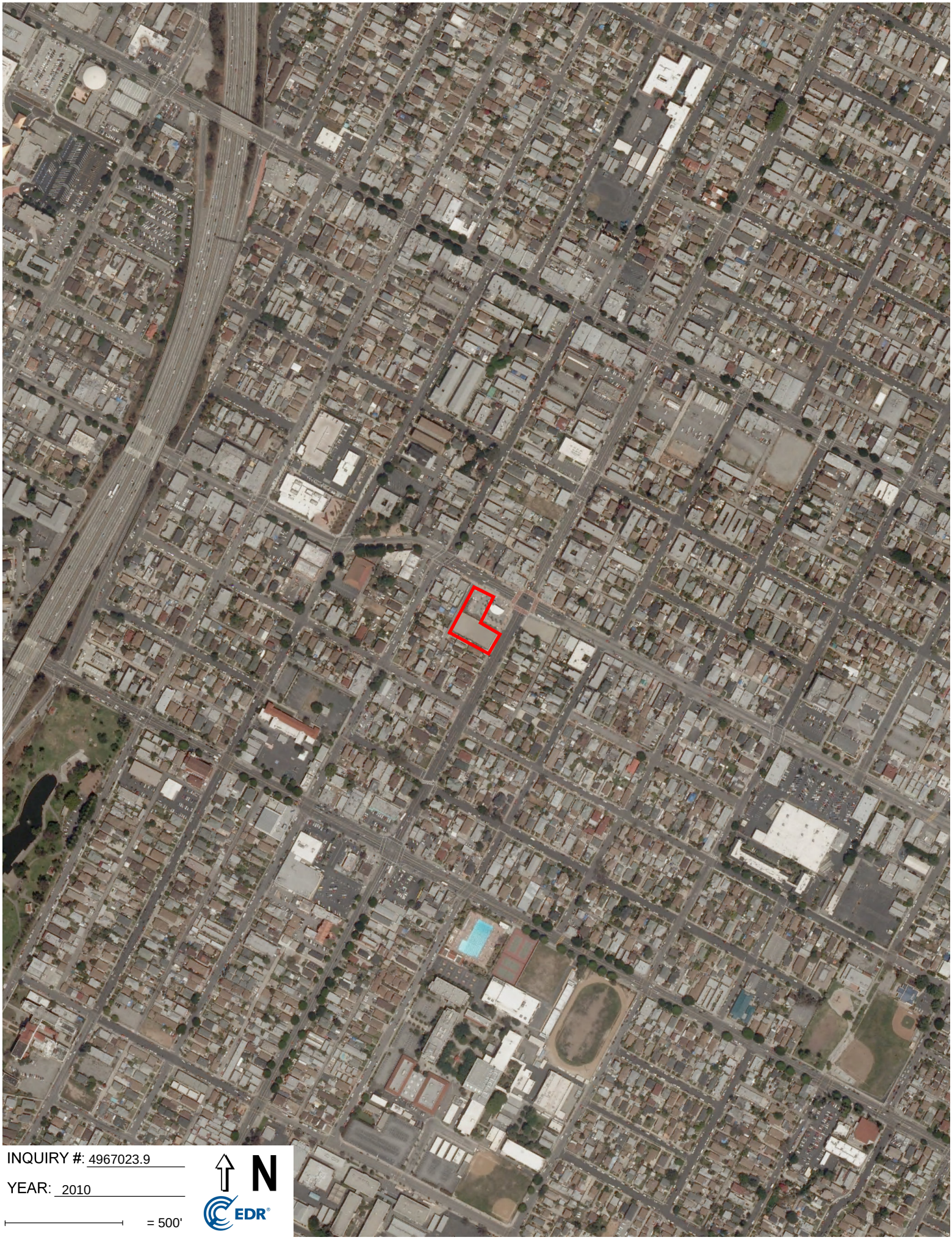

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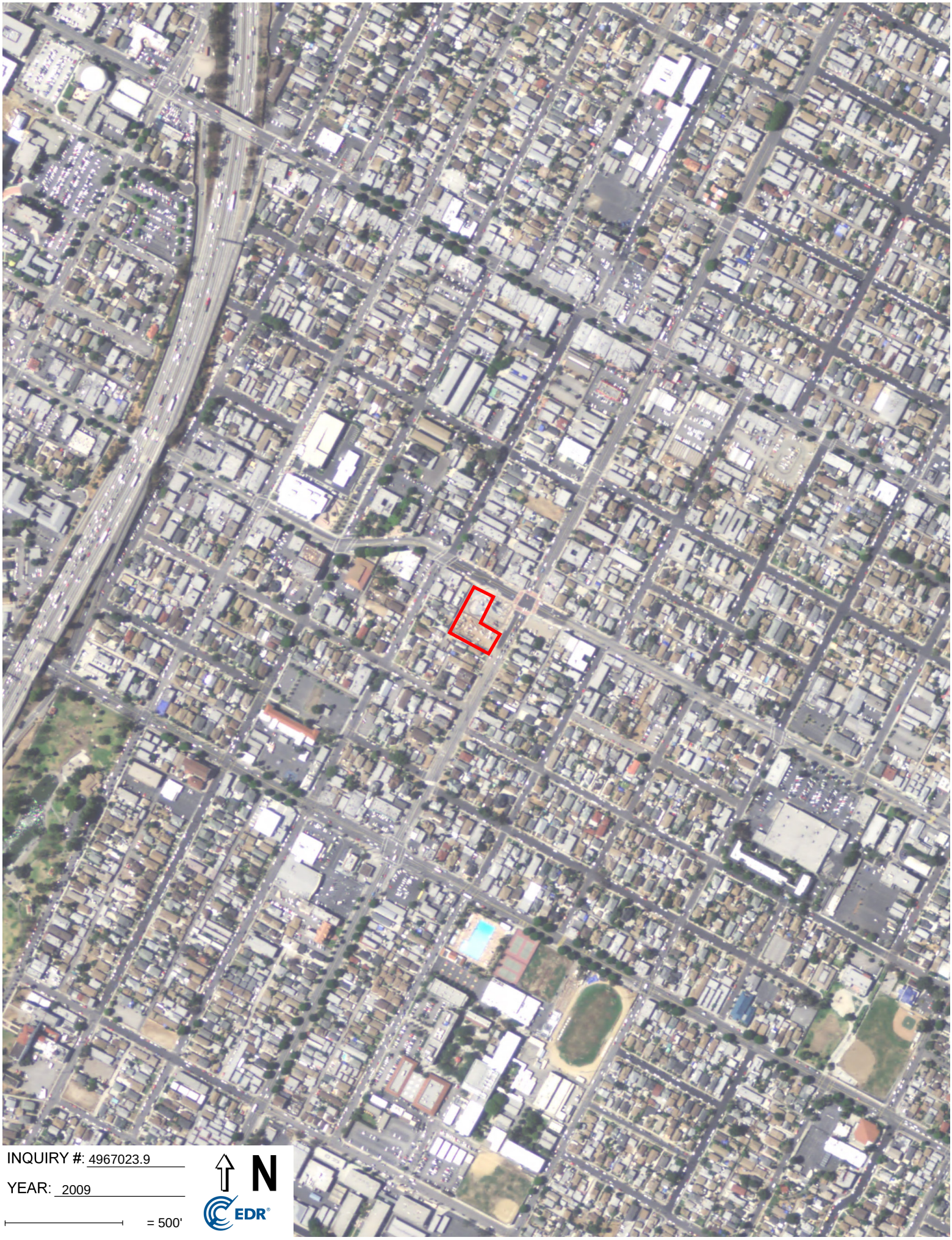
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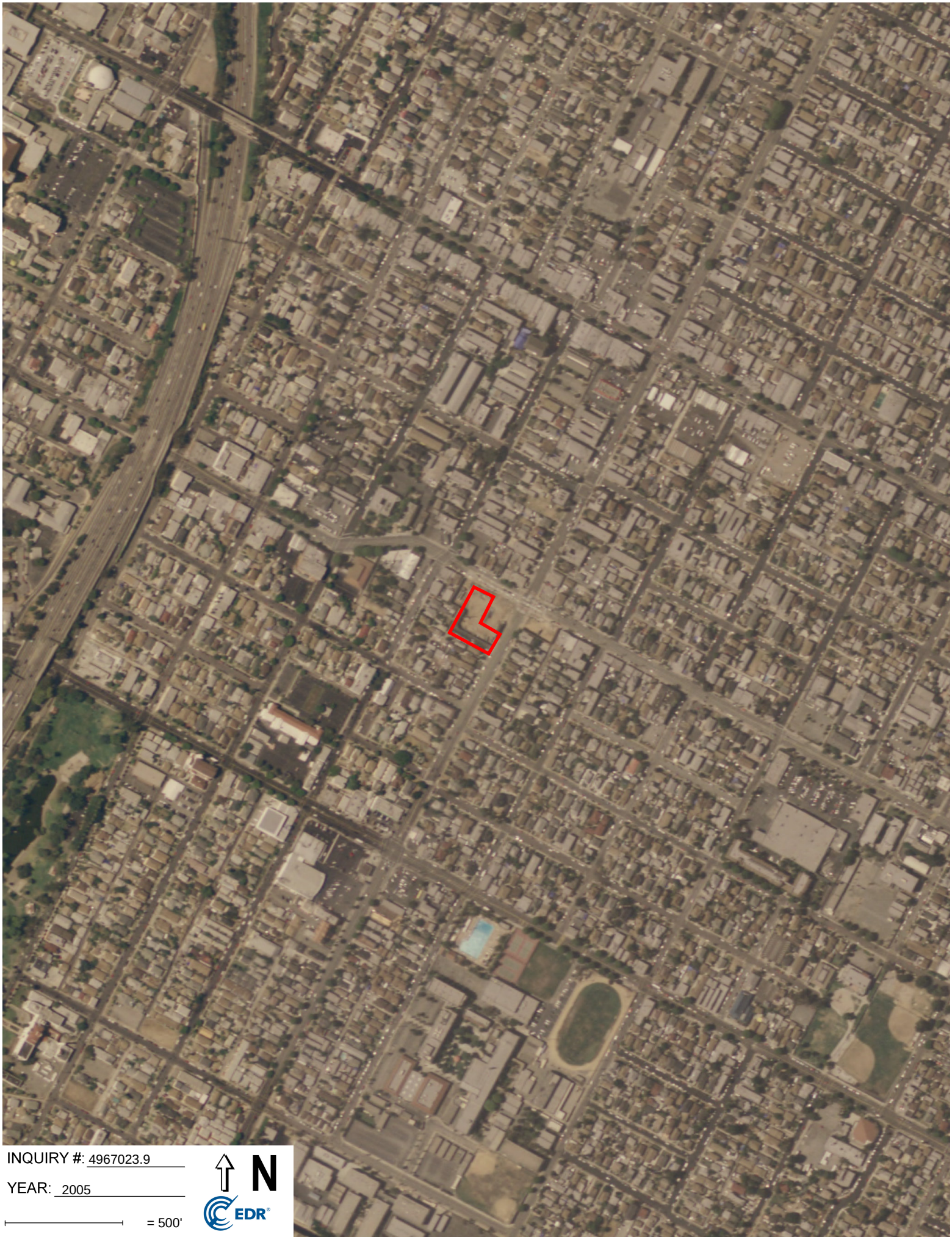
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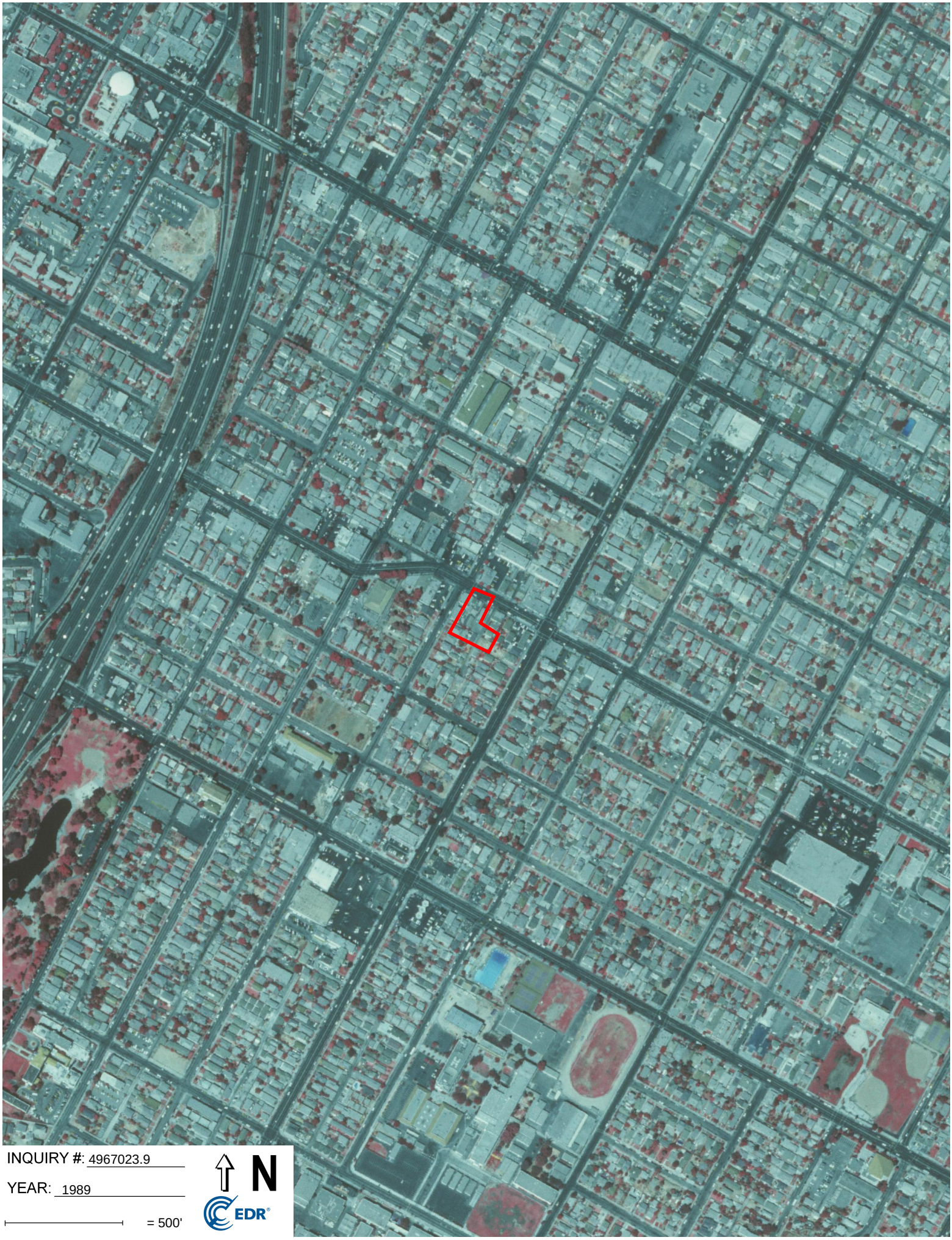
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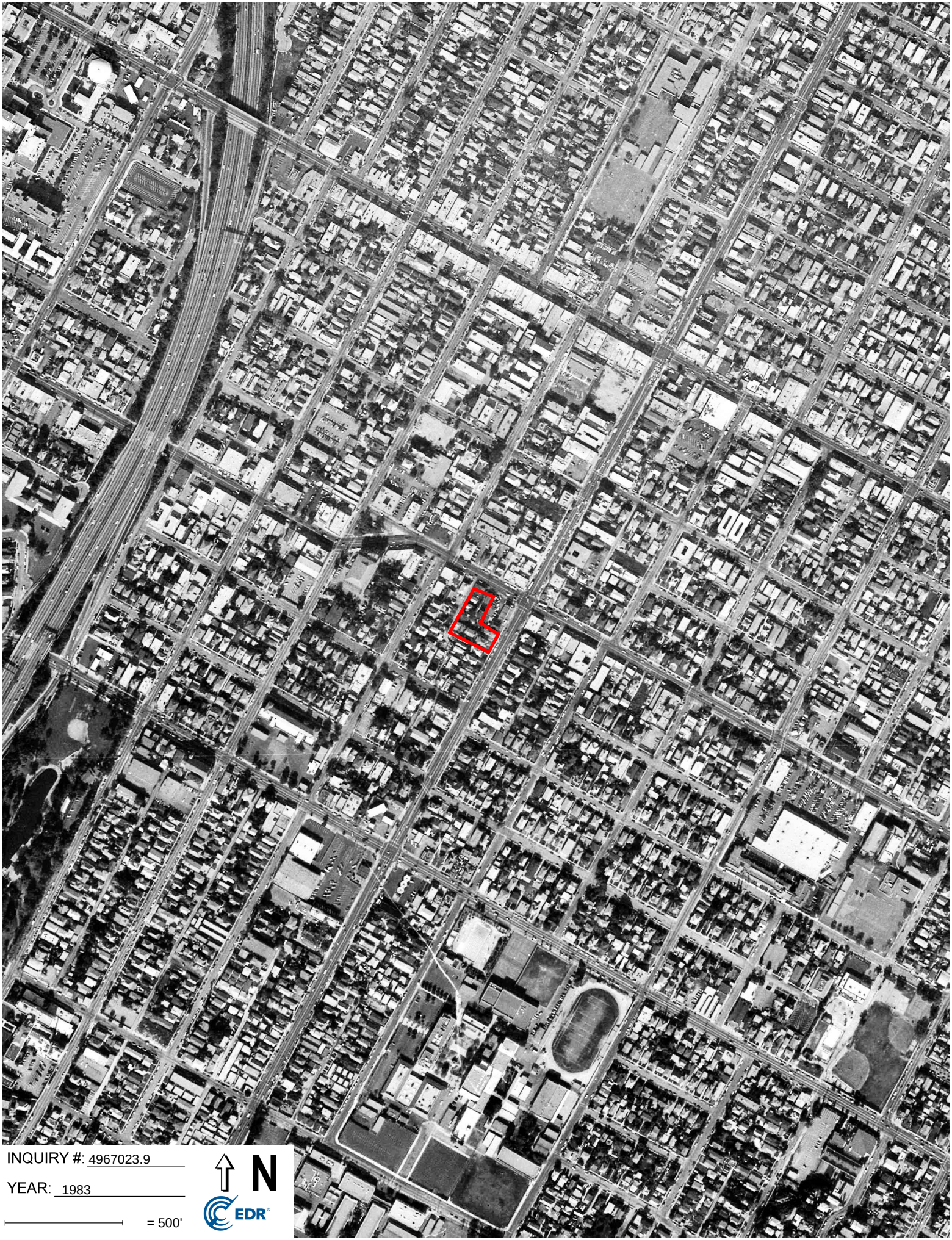
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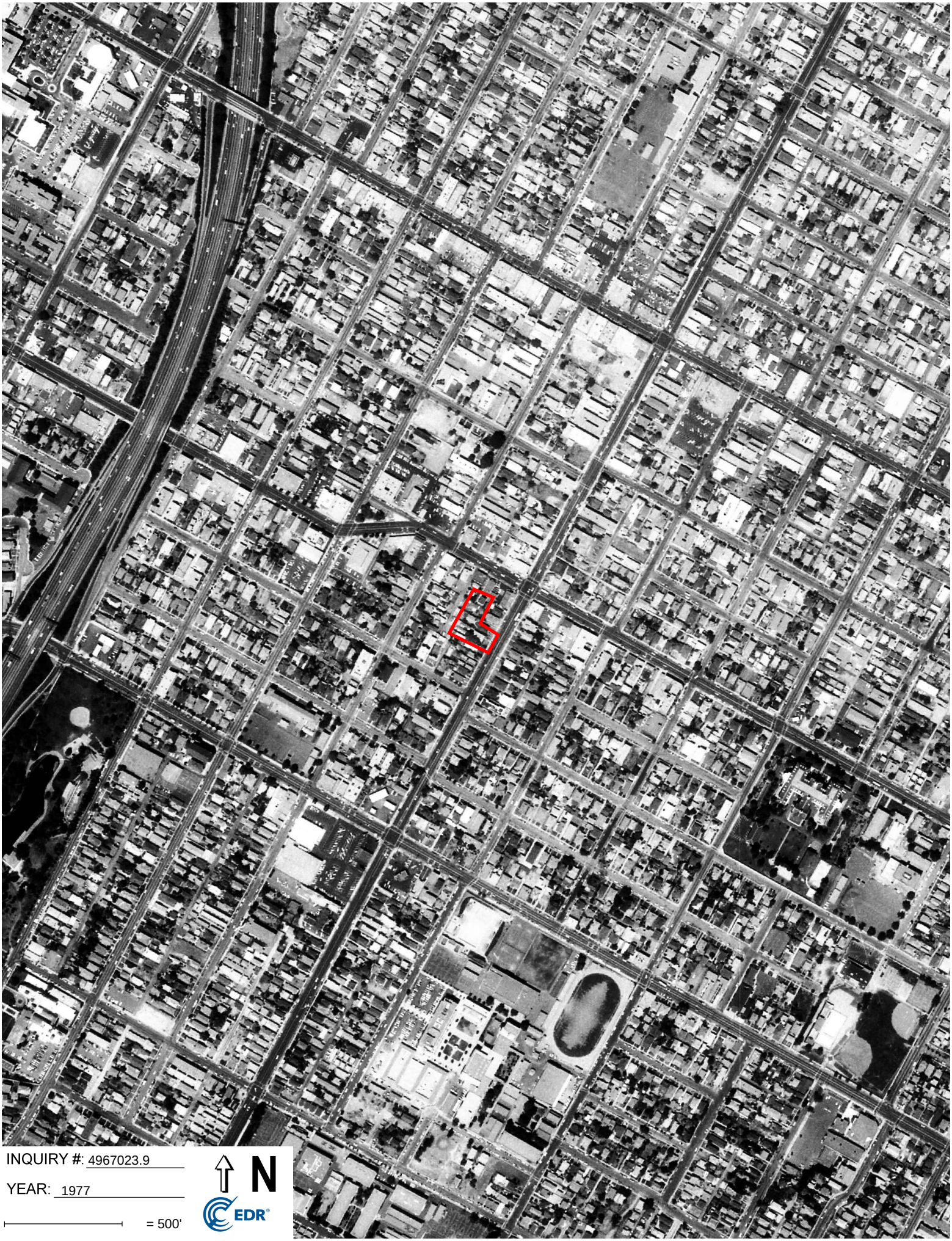
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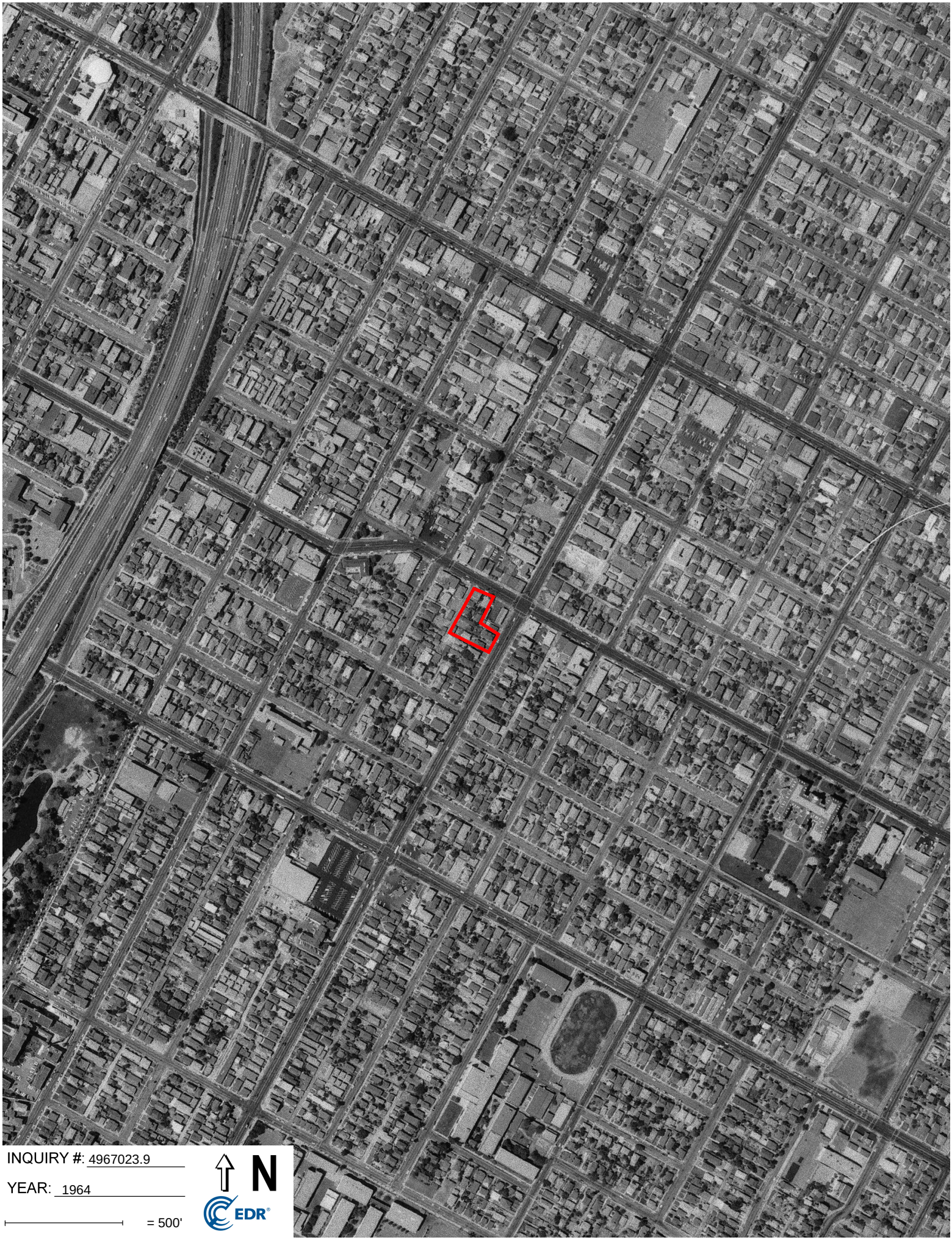
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YEAR: 1952

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EDR


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EDR


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YEAR: 1938
= 500'
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EDR



INQUIRY #: 4967023.9

YEAR: 1928

= 500'

N

EDR


INQUIRY #: 4967023.9
YEAR: 1923
= 500'
N
EDR

APPENDIX E

119/121 S. Soto Street & 2316/2324 1st St. Phase 1

119 South Soto Street

Los Angeles, CA 90033

Inquiry Number: 4967023.9

June 15, 2017

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
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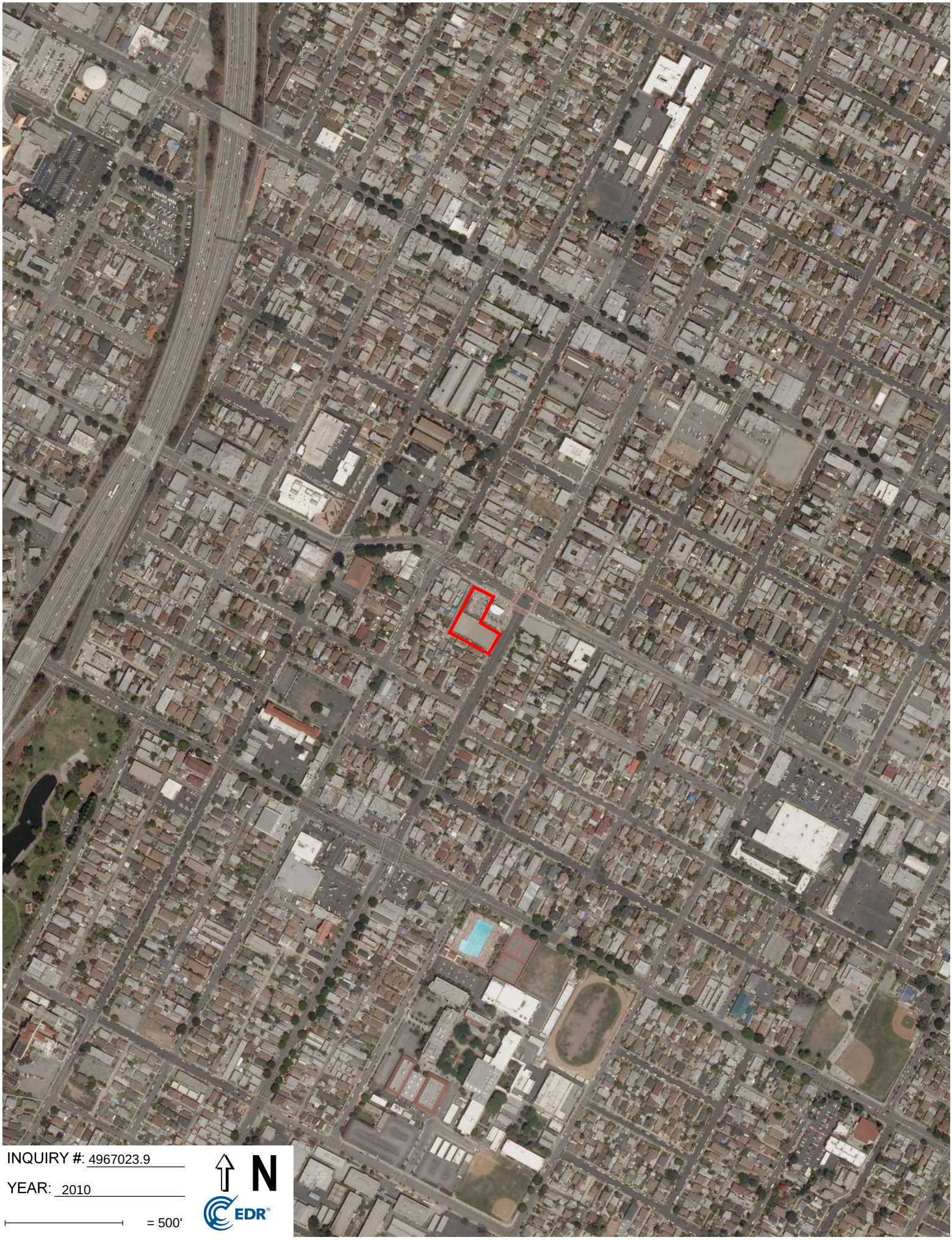

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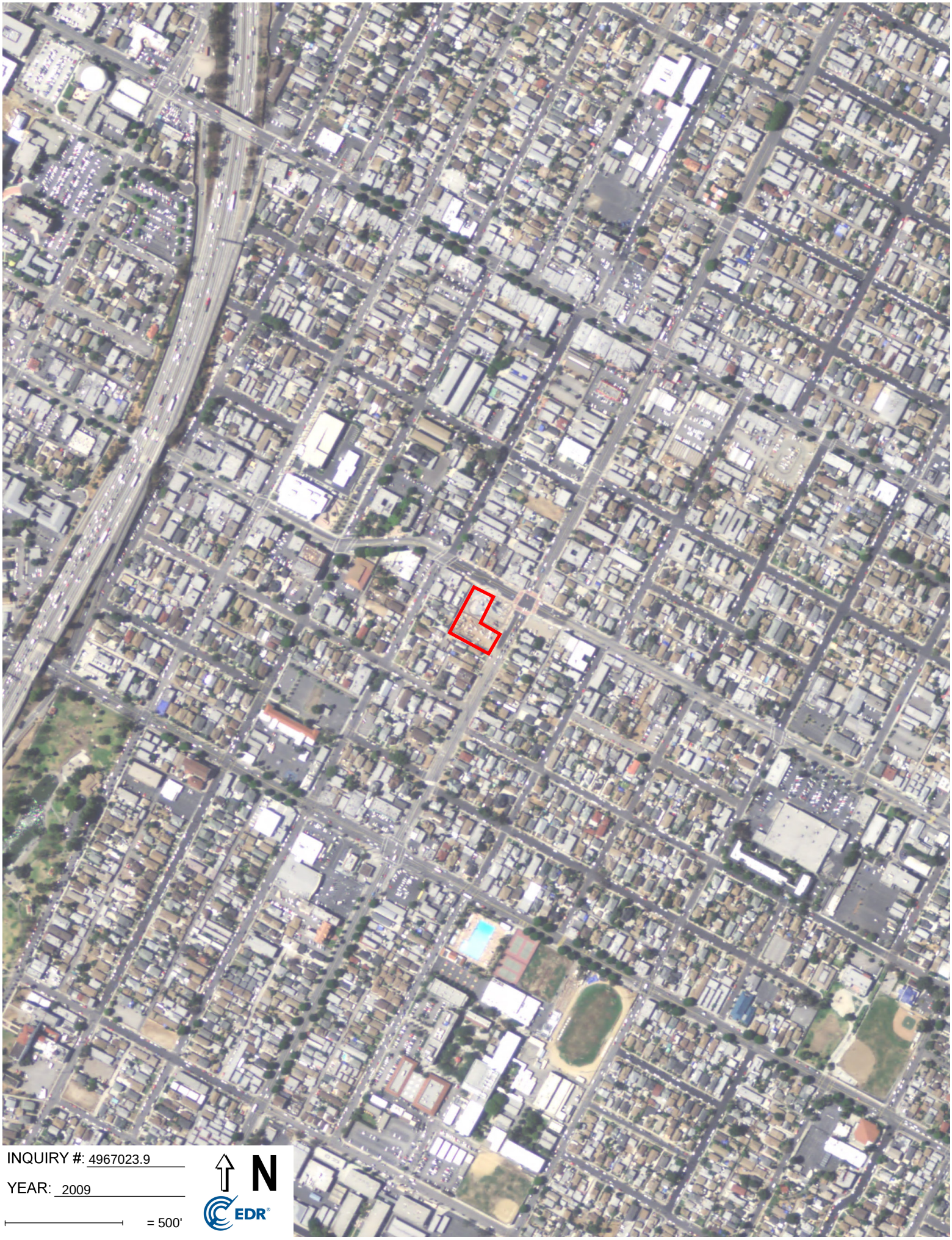
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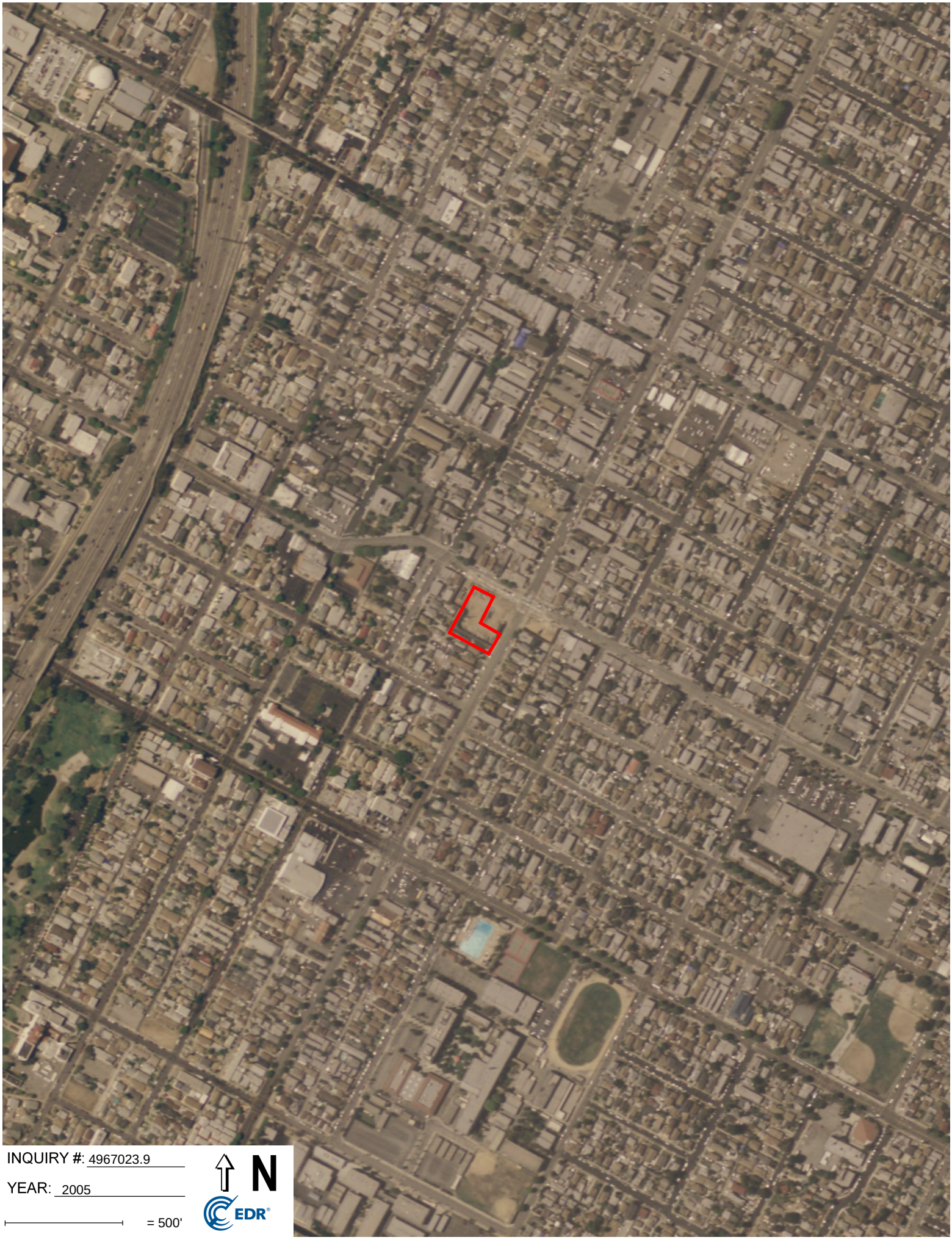
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EDR


INQUIRY #: 4967023.9
YEAR: 1994
= 500'
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EDR


INQUIRY #: 4967023.9
YEAR: 1938
= 500'
N
EDR



INQUIRY #: 4967023.9

YEAR: 1928

= 500'

N

EDR


INQUIRY #: 4967023.9
YEAR: 1923
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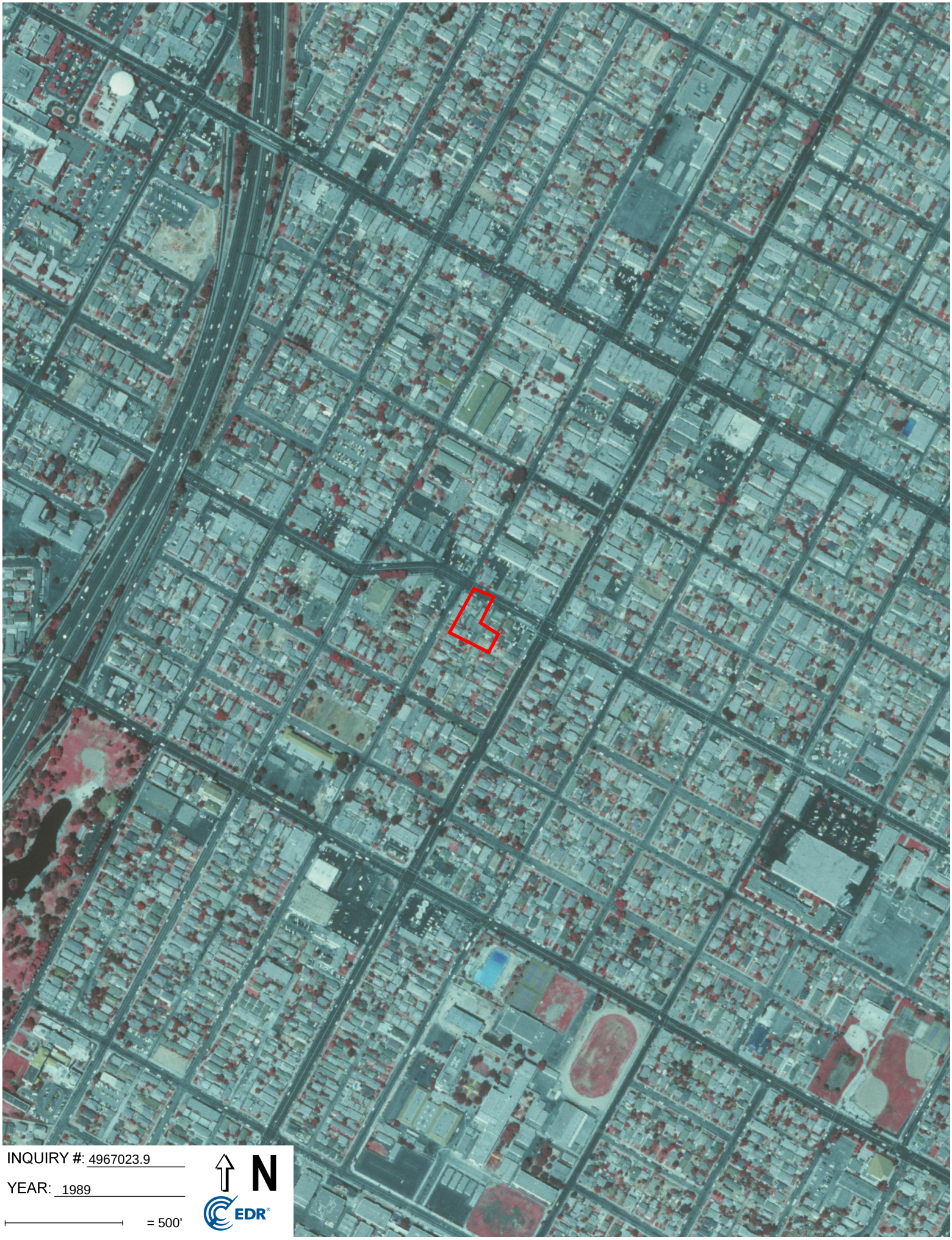
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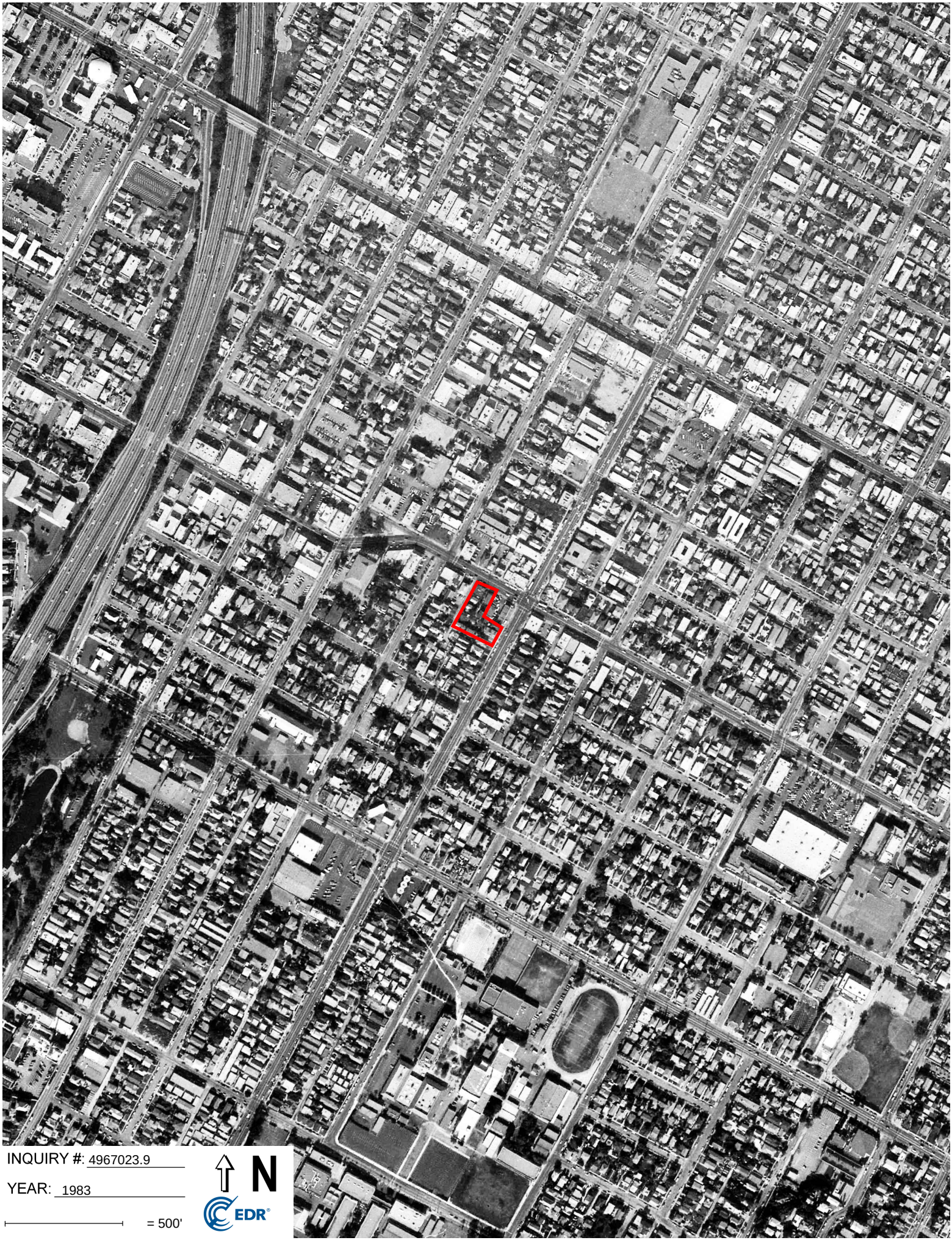
EDR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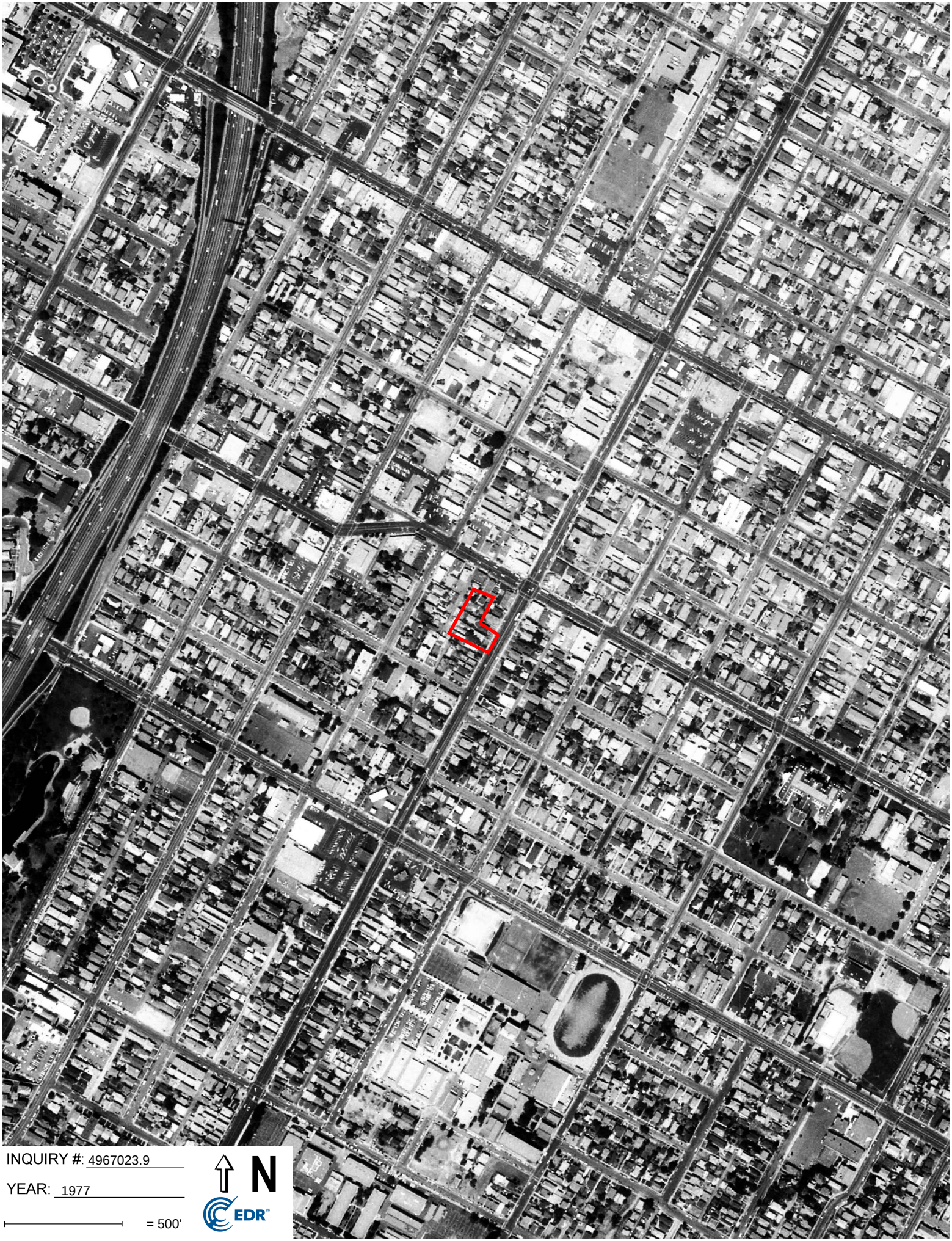
EDR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EDR


INQUIRY #: 4967023.9
YEAR: 1972
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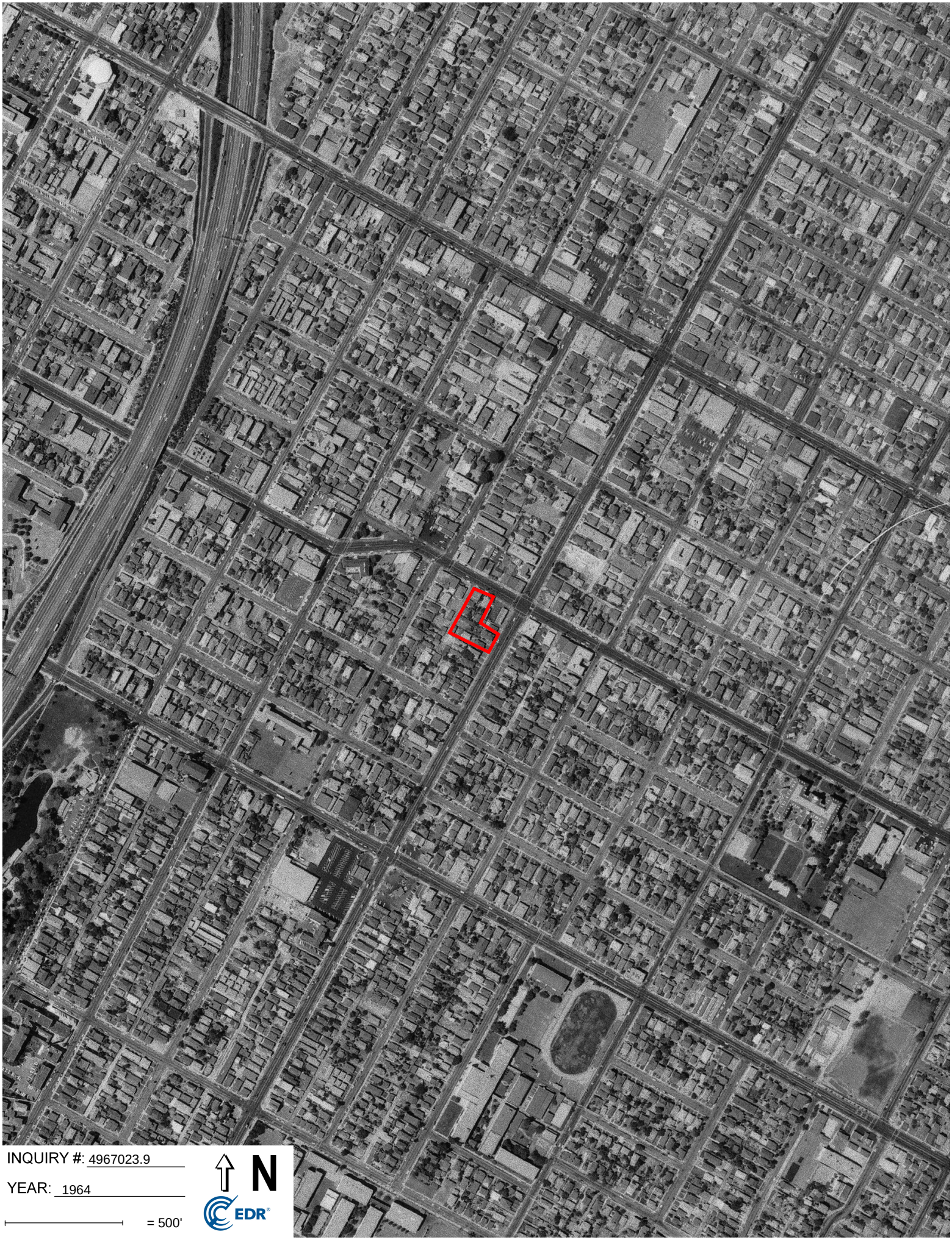
N
EDR


INQUIRY #: 4967023.9
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EDR



INQUIRY #: 4967023.9

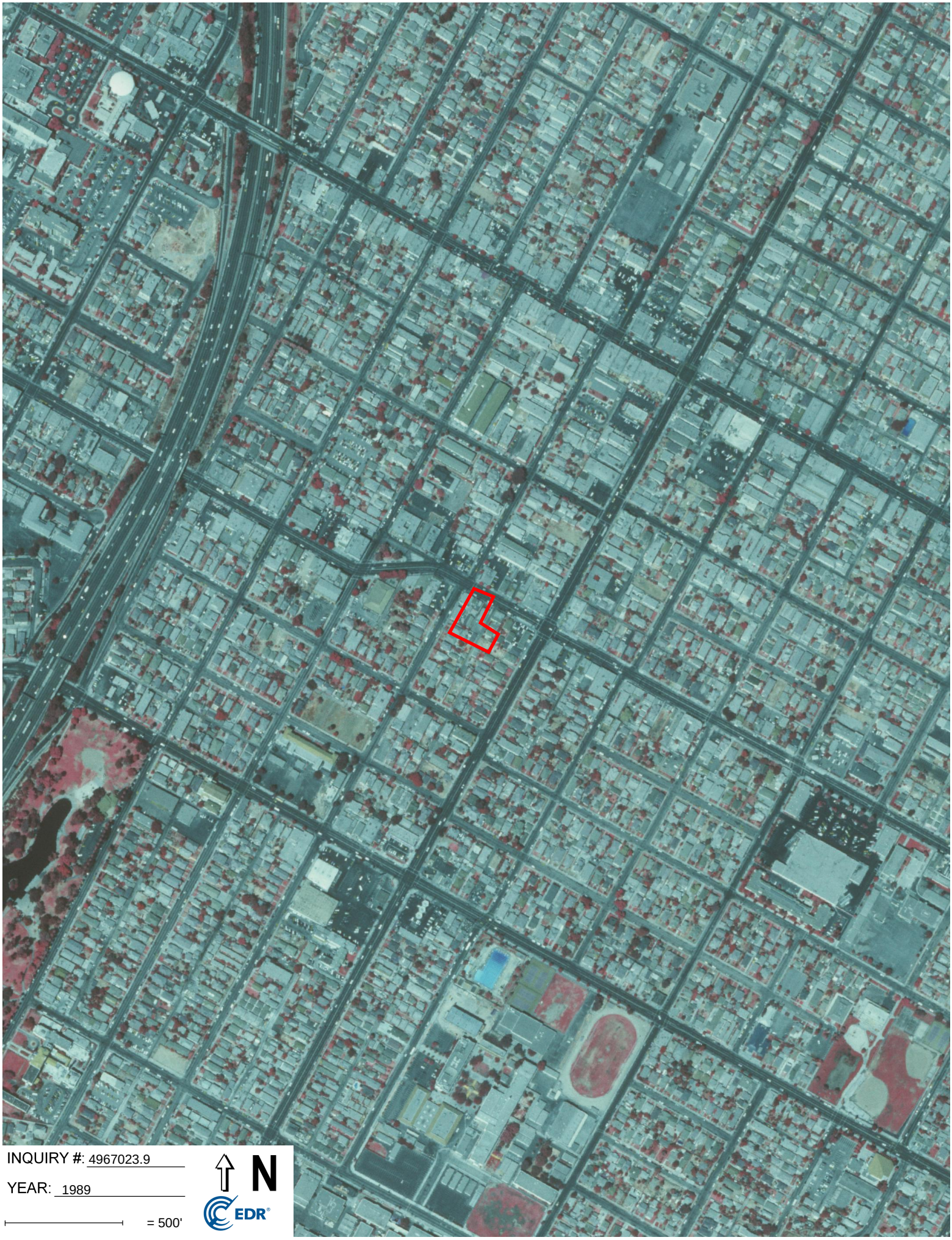
YEAR: 1952

= 500'

N

EDR


INQUIRY #: 4967023.9
YEAR: 1948
= 500'
N
EDR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YEAR: 1989
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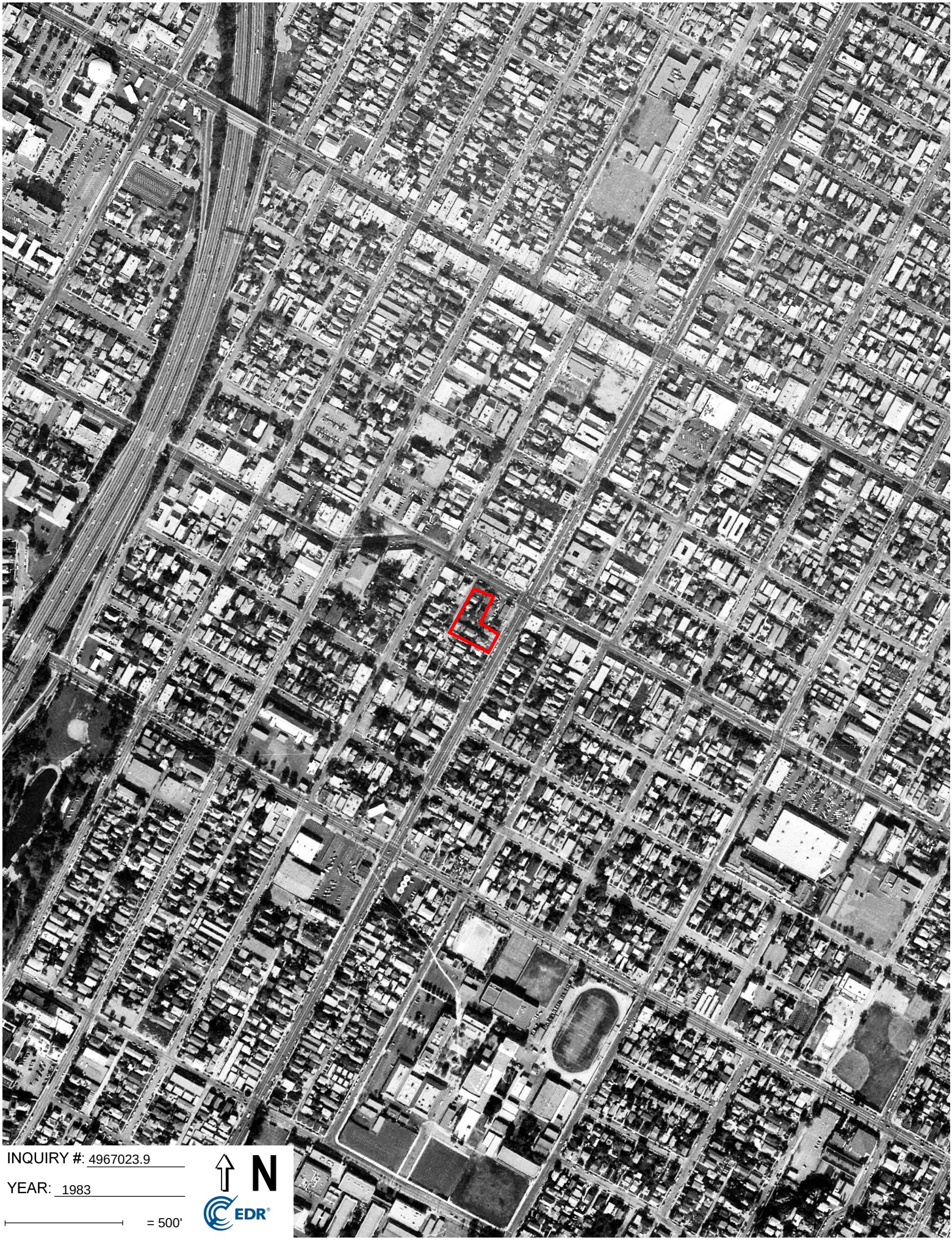
EDR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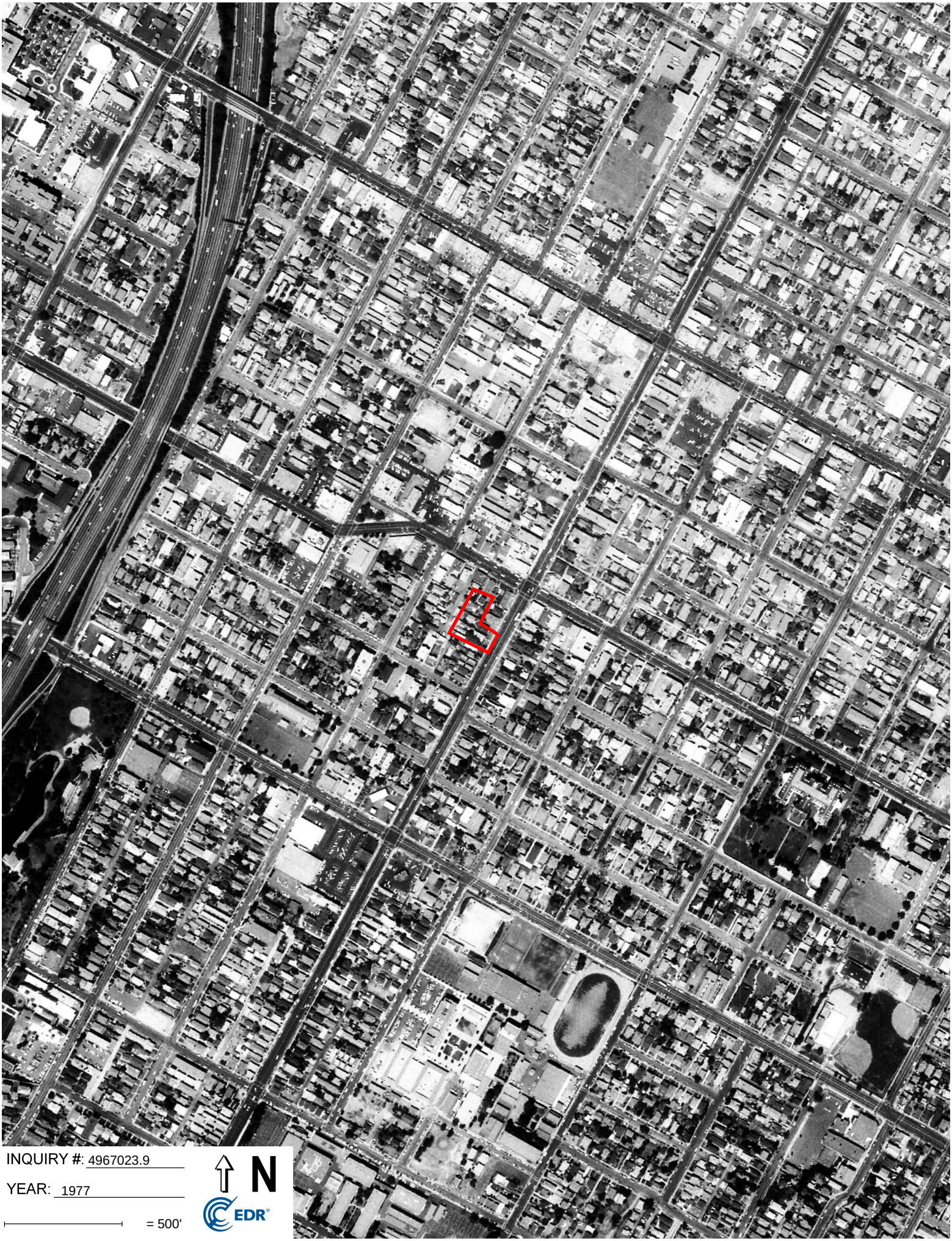
EDR


INQUIRY #: 4967023.9
YEAR: 1977
= 500'
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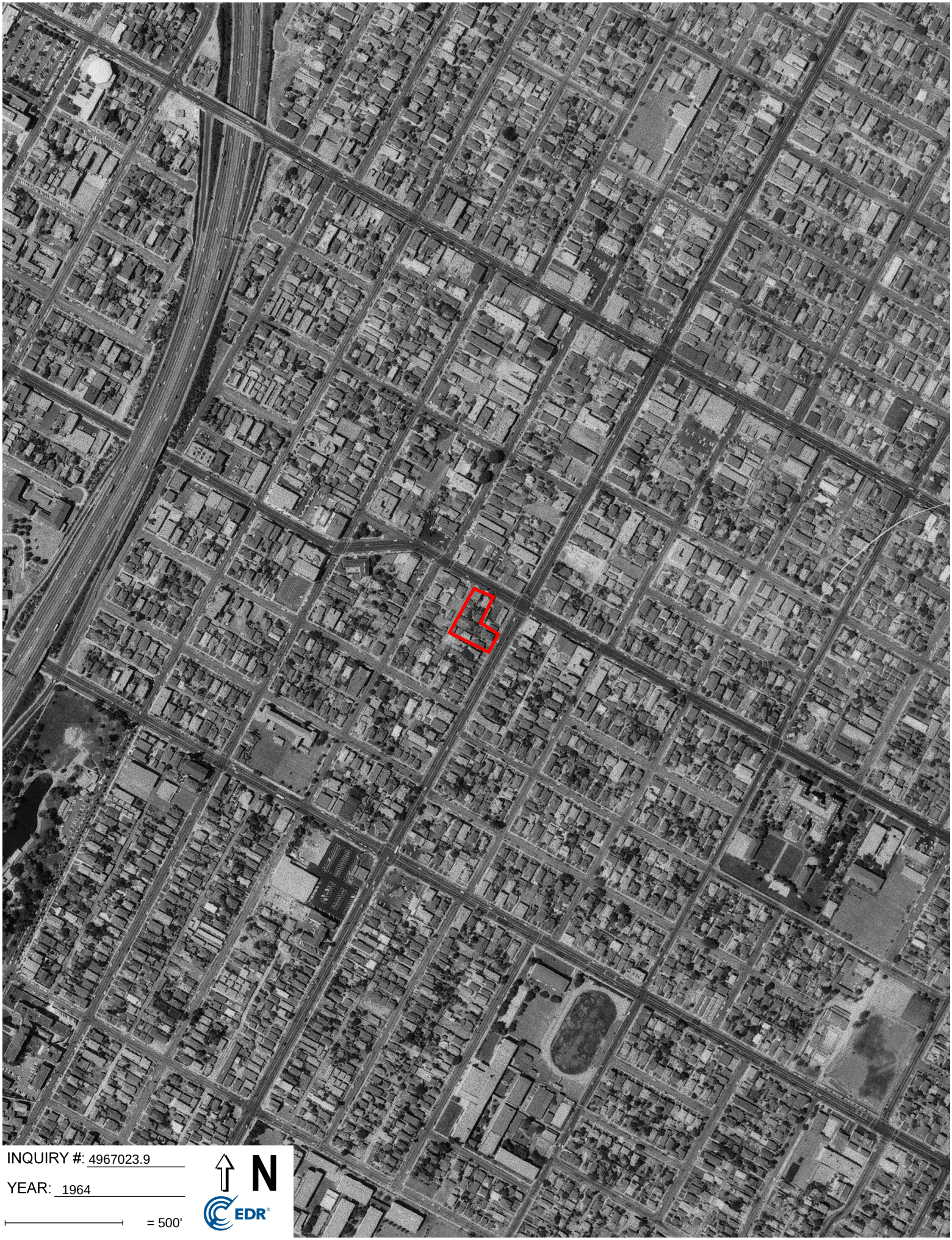
EDR


INQUIRY #: 4967023.9
YEAR: 1972
= 500'
N
EDR


INQUIRY #: 4967023.9
YEAR: 1964
= 500'
N
EDR



INQUIRY #: 4967023.9

YEAR: 1952

= 500'

N

EDR


INQUIRY #: 4967023.9
YEAR: 1948
= 500'
N
EDR

APPENDIX F

119/121 S. Soto Street & 2316/2324 1st St. Phase 1

119 South Soto Street

Los Angeles, CA 90033

Inquiry Number: 4967023.4

June 14, 2017

EDR Historical Topo Map Report

with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

06/14/17

Site Name:	Client Name:
119/121 S. Soto Street & 2316/	Geocon Geotechnical & Env
119 South Soto Street	3303 North San Fernando Blvd.
Los Angeles, CA 90033	Burbank, CA 91504
EDR Inquiry # 4967023.4	Contact: Mike Akoto

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Geocon Geotechnical & Env were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:

P.O.# A9622-77-02

Project: 119/121 S. Soto St & 2316/232

Coordinates:

Latitude:	34.0434 34° 2' 36" North
Longitude:	-118.210496 -118° 12' 38" West
UTM Zone:	Zone 11 North
UTM X Meters:	388267.07
UTM Y Meters:	3767628.92
Elevation:	302.00' above sea level

Maps Provided:

2012	1896
1994	1894
1981	
1972	
1966	
1953	
1926, 1928	
1900	

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Topo Sheet Key

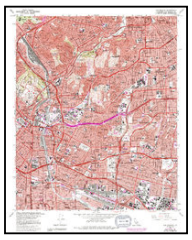
This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2012 Source Sheets



Los Angeles
2012
7.5-minute, 24000

1994 Source Sheets



Los Angeles
1994
7.5-minute, 24000
Aerial Photo Revised 1978

1981 Source Sheets



Los Angeles
1981
7.5-minute, 24000
Aerial Photo Revised 1978

1972 Source Sheets



Los Angeles
1972
7.5-minute, 24000
Aerial Photo Revised 1972

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1966 Source Sheets



Los Angeles
1966
7.5-minute, 24000
Aerial Photo Revised 1964

1953 Source Sheets



Los Angeles
1953
7.5-minute, 24000
Aerial Photo Revised 1952

1926, 1928 Source Sheets



Alhambra
1926
7.5-minute, 24000

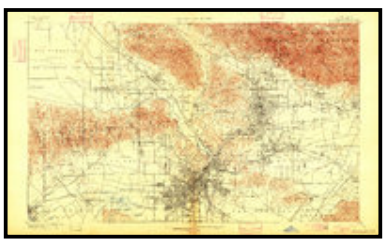


Los Angeles
1928
7.5-minute, 24000

1900 Source Sheets



Pasadena
1900
15-minute, 62500



Los Angeles
1900
15-minute, 62500

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1896 Source Sheets



Pasadena
1896
15-minute, 62500

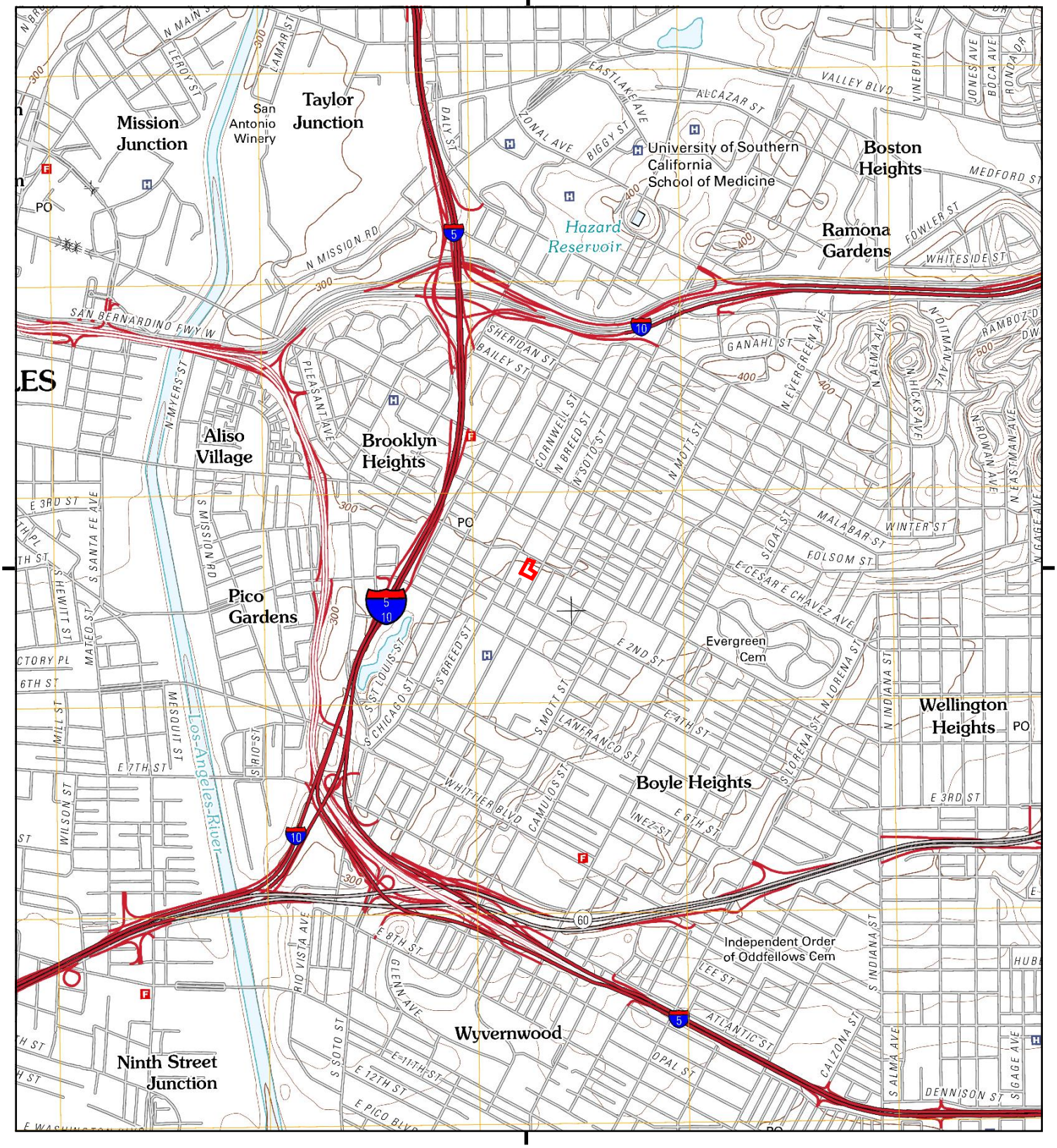
1894 Source Sheets



Los Angeles
1894
15-minute, 62500

Historical Topo Map

2012



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

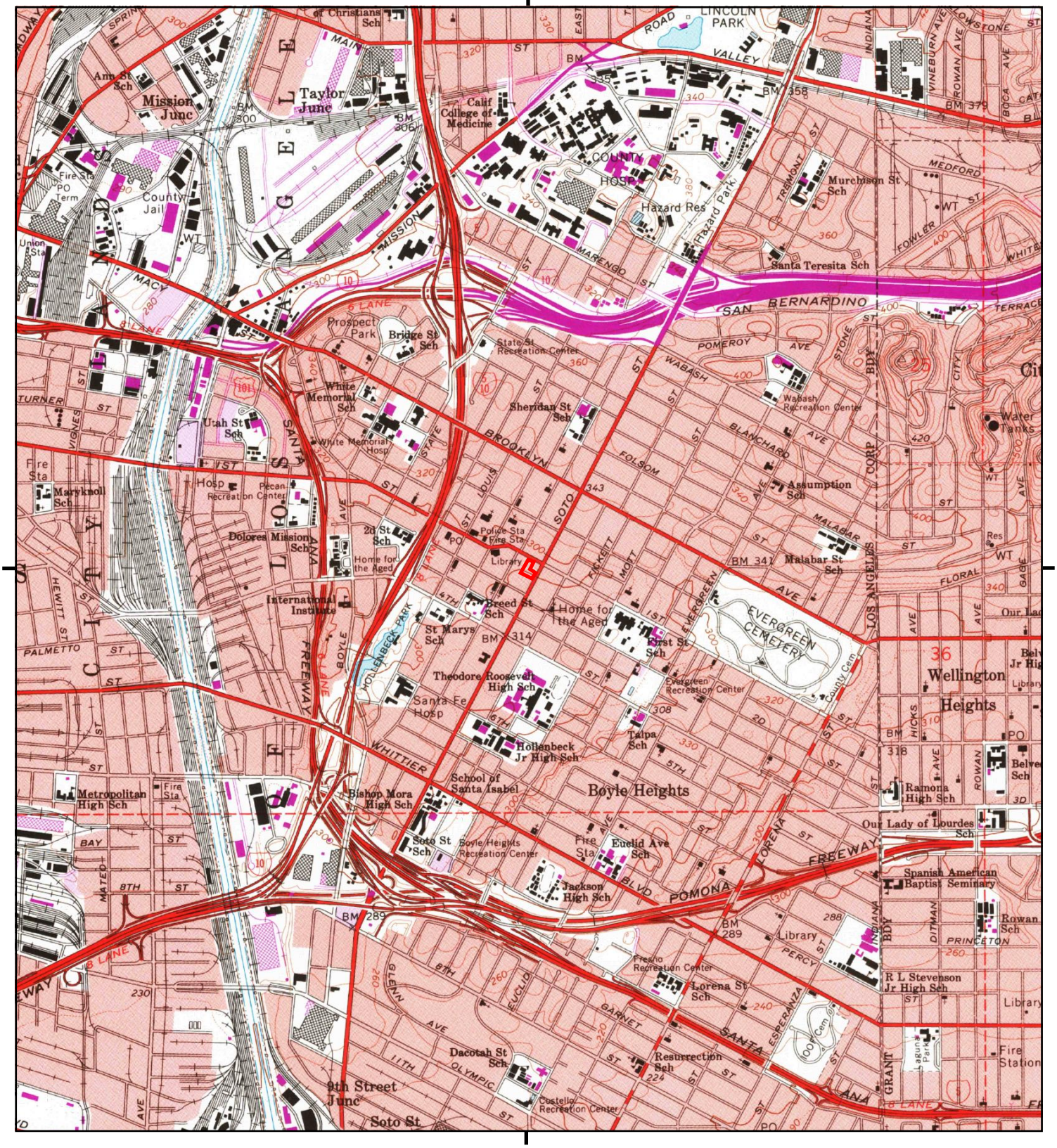
TP, Los Angeles, 2012, 7.5-minute

SITE NAME: 119/121 S. Soto Street & 2316/2324 1st S
ADDRESS: 119 South Soto Street
Los Angeles, CA 90033
CLIENT: Geocon Geotechnical & Env

N

Historical Topo Map

1994



This report includes information from the following map sheet(s).

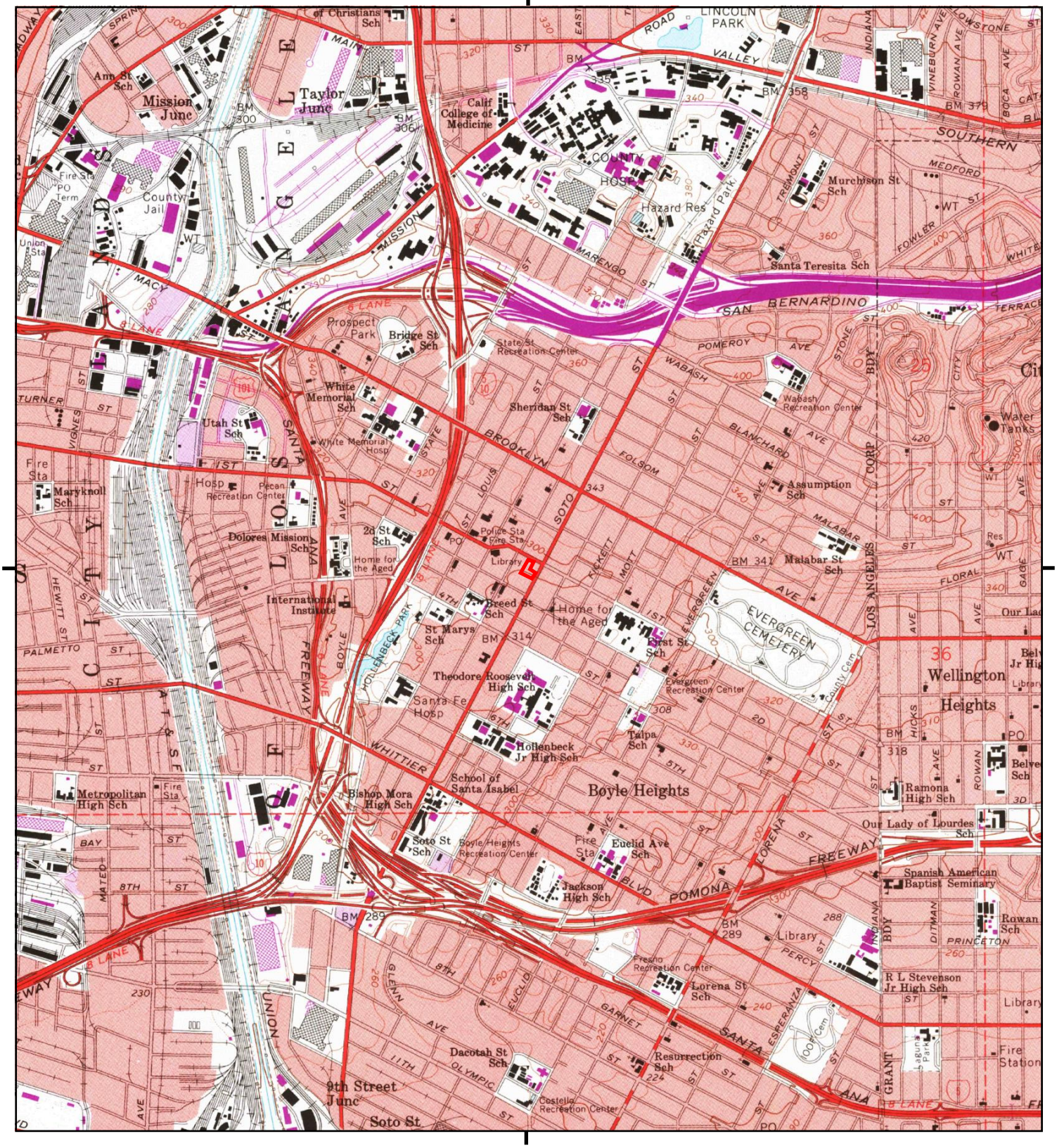
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Los Angeles, 1994, 7.5-minute

SITE NAME: 119/121 S. Soto Street & 2316/2324 1st S
ADDRESS: 119 South Soto Street
Los Angeles, CA 90033
CLIENT: Geocon Geotechnical & Env

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

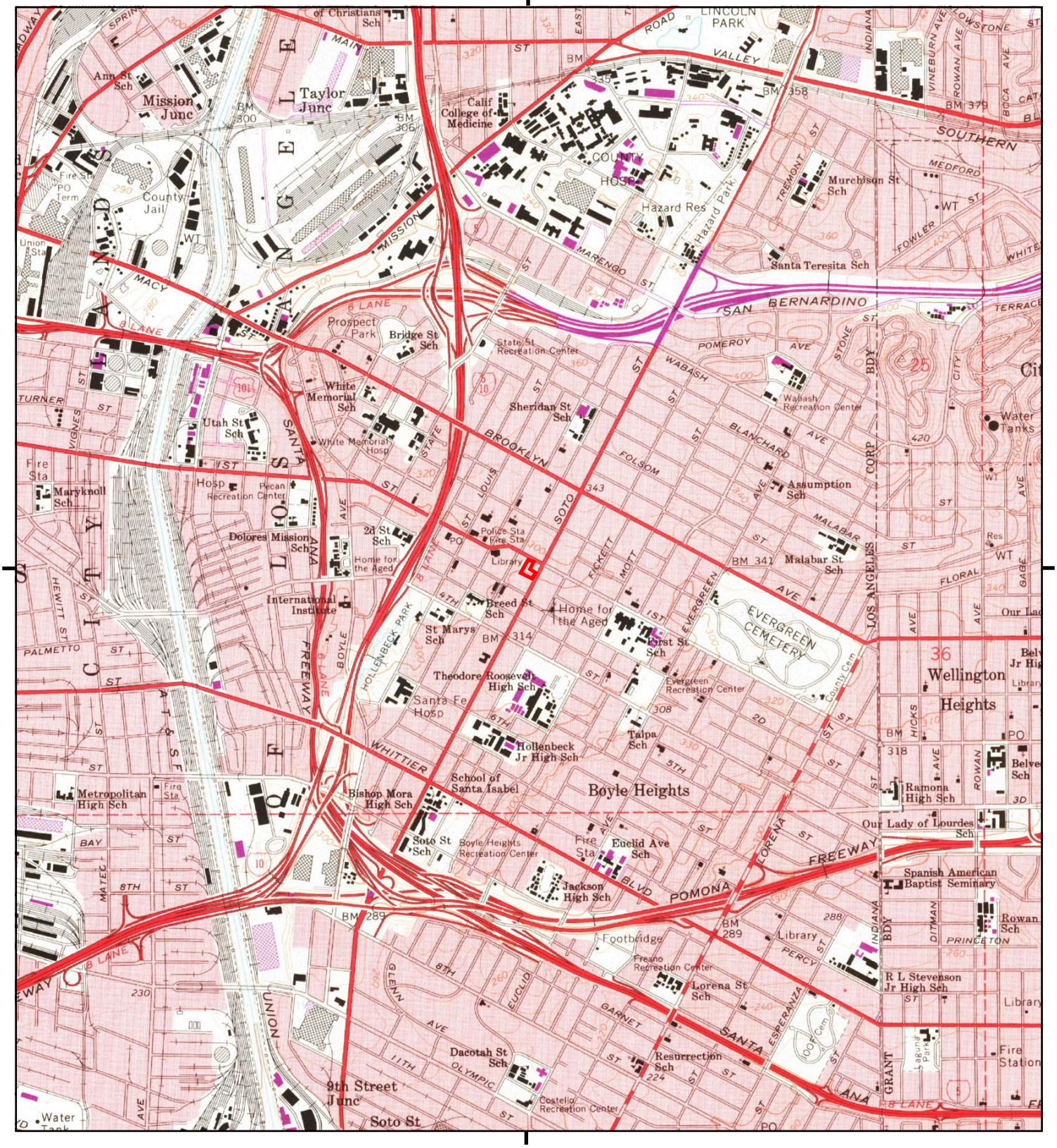
TP, Los Angeles, 1981, 7.5-minute

SITE NAME: 119/121 S. Soto Street & 2316/2324 1st S
ADDRESS: 119 South Soto Street
Los Angeles, CA 90033
CLIENT: Geocon Geotechnical & Env

N

Historical Topo Map

1972



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

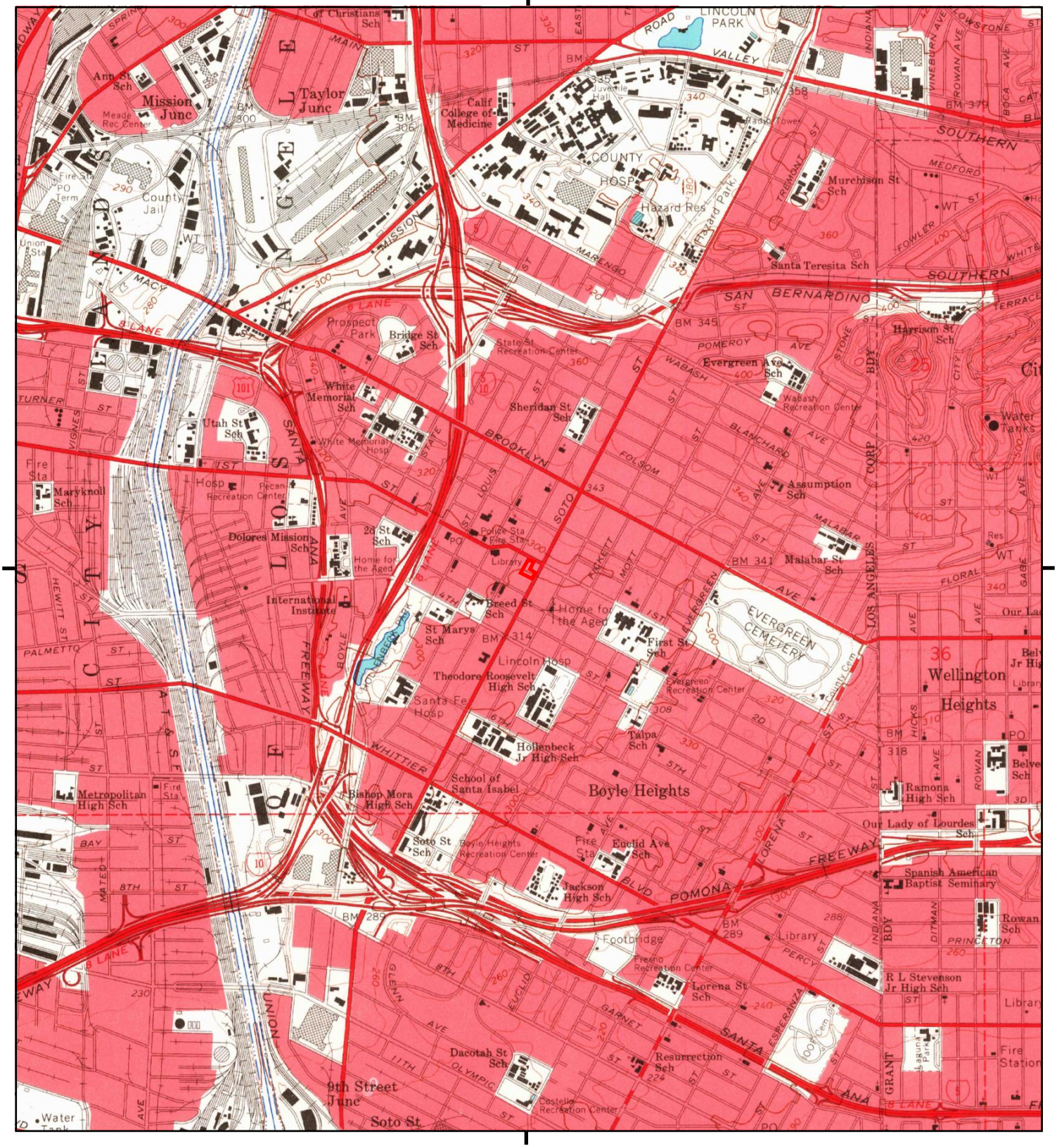
TP, Los Angeles, 1972, 7.5-minute

SITE NAME: 119/121 S. Soto Street & 2316/2324 1st S
ADDRESS: 119 South Soto Street
Los Angeles, CA 90033
CLIENT: Geocon Geotechnical & Env

N

Historical Topo Map

1966



This report includes information from the following map sheet(s).

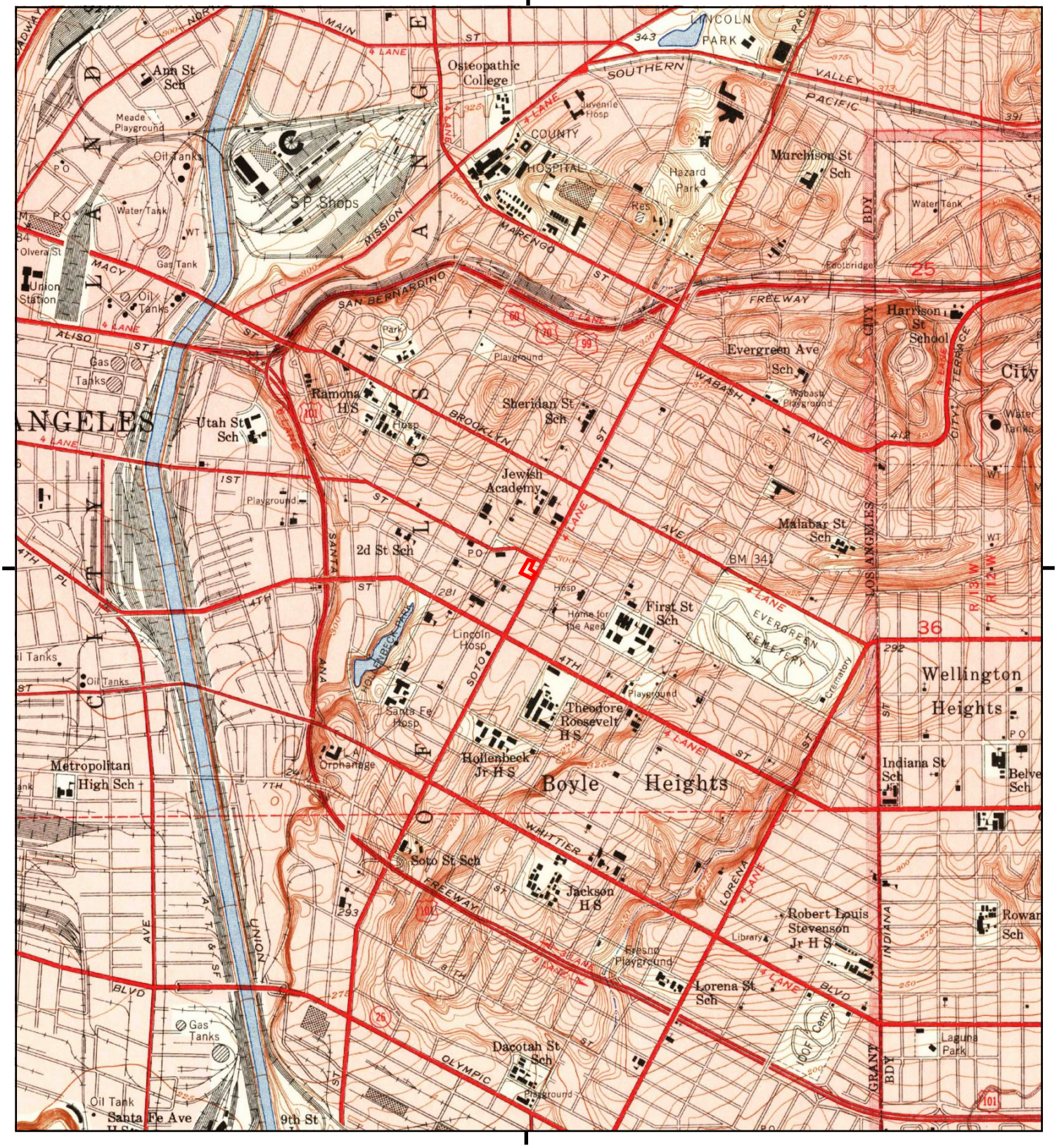
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Los Angeles, 1966, 7.5-minute

SITE NAME: 119/121 S. Soto Street & 2316/2324 1st S
ADDRESS: 119 South Soto Street
Los Angeles, CA 90033
CLIENT: Geocon Geotechnical & Env

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Los Angeles, 1953, 7.5-minute

SITE NAME: 119/121 S. Soto Street & 2316/2324 1st S
ADDRESS: 119 South Soto Street
Los Angeles, CA 90033
CLIENT: Geocon Geotechnical & Env

N



This report includes information from the following map sheet(s).

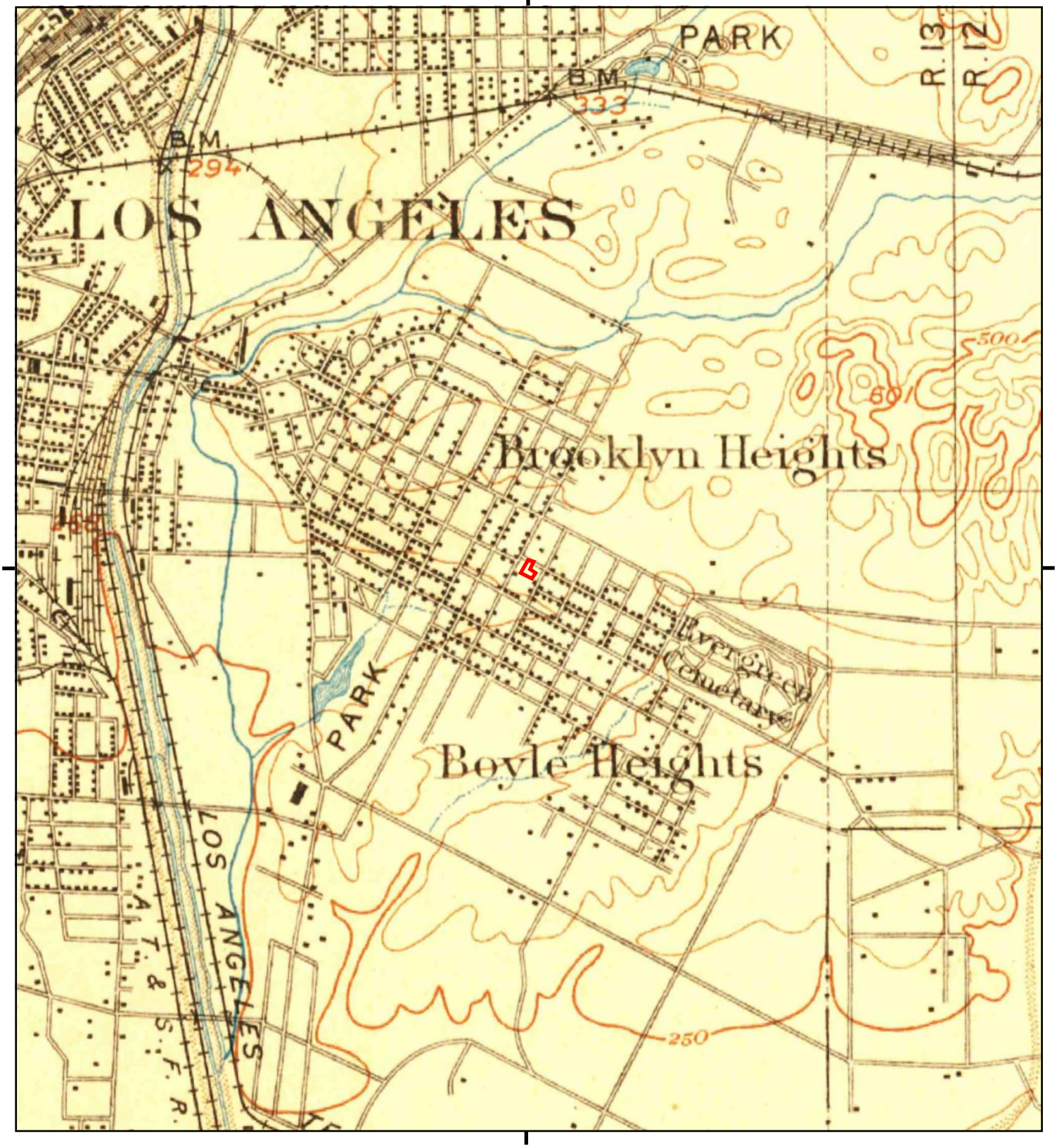
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Los Angeles, 1928, 7.5-minute
E, Alhambra, 1926, 7.5-minute

SITE NAME: 119/121 S. Soto Street & 2316/2324 1st S
ADDRESS: 119 South Soto Street
Los Angeles, CA 90033
CLIENT: Geocon Geotechnical & Env

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

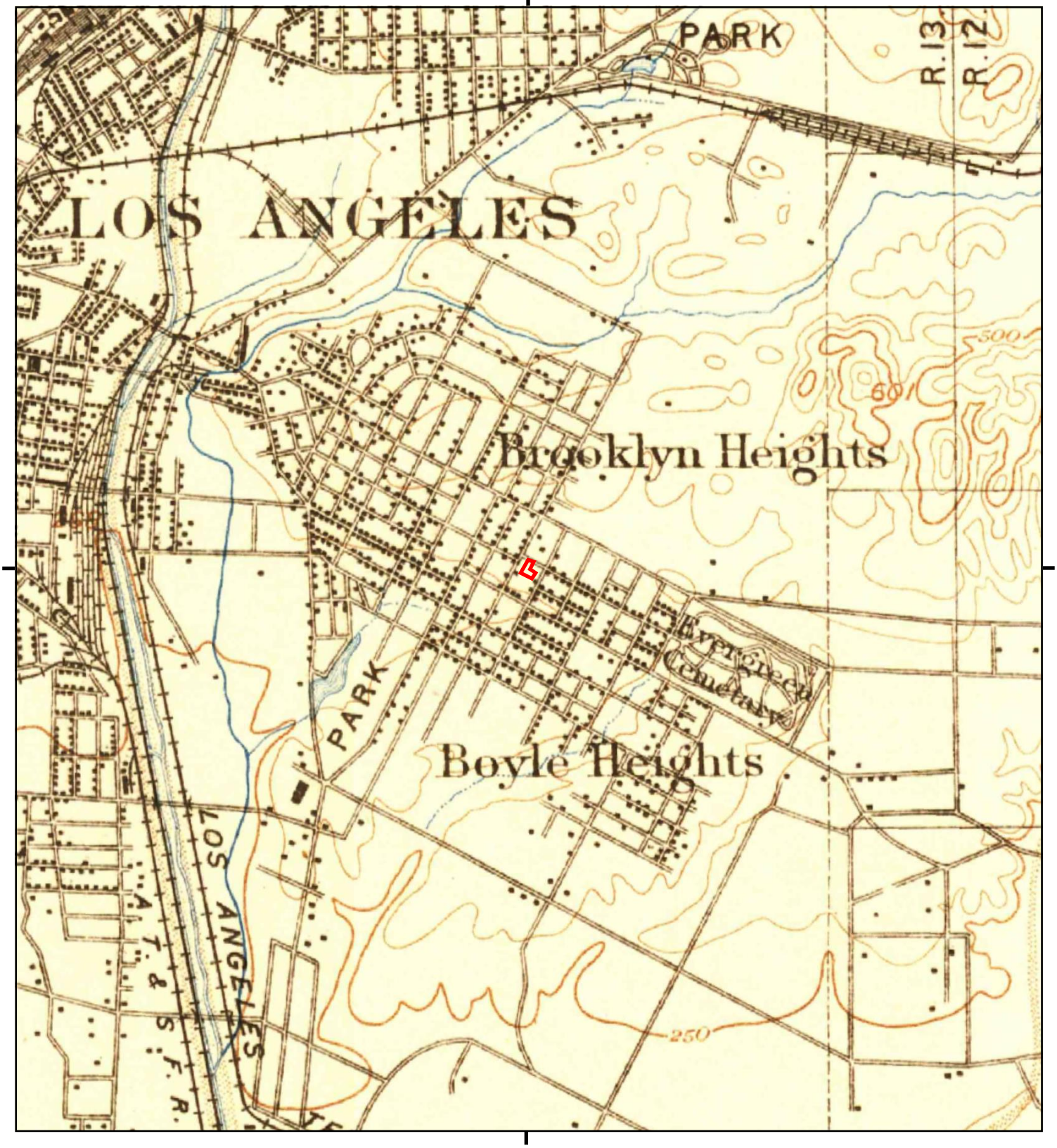
TP, Pasadena, 1900, 15-minute
TP, Los Angeles, 1900, 15-minute

SITE NAME: 119/121 S. Soto Street & 2316/2324 1st S
ADDRESS: 119 South Soto Street
Los Angeles, CA 90033
CLIENT: Geocon Geotechnical & Env

N

Historical Topo Map

1896



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

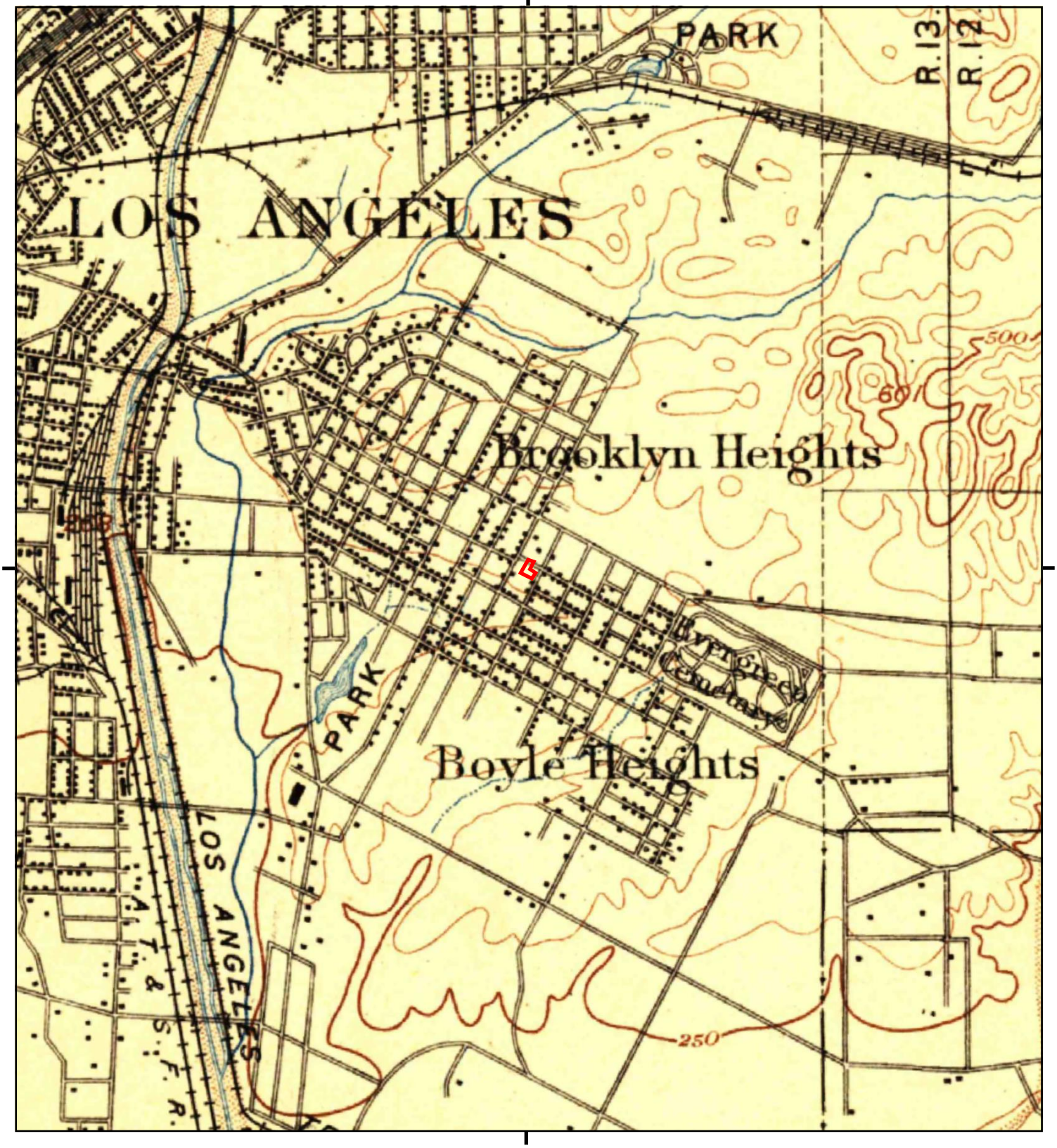
TP, Pasadena, 1896, 15-minute

SITE NAME: 119/121 S. Soto Street & 2316/2324 1st S
ADDRESS: 119 South Soto Street
Los Angeles, CA 90033
CLIENT: Geocon Geotechnical & Env

N

Historical Topo Map

1894



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Los Angeles, 1894, 15-minute

SITE NAME: 119/121 S. Soto Street & 2316/2324 1st S
ADDRESS: 119 South Soto Street
Los Angeles, CA 90033
CLIENT: Geocon Geotechnical & Env

N

APPENDIX G

119/121 S. Soto Street & 2316/2324 1st St. Phase 1
119 South Soto Street
Los Angeles, CA 90033

Inquiry Number: 4967023.5
June 15, 2017

The EDR-City Directory Abstract

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

TABLE OF CONTENTS

SECTION

Executive Summary

Findings

City Directory Images

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1920 through 2014. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 332 feet of the target property.

A summary of the information obtained is provided in the text of this report.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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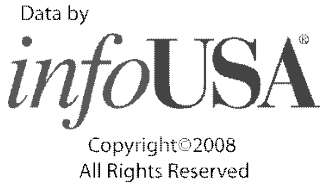

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

Year	Source	TP	Adjoining	Text Abstract	Source Image
2014	EDR Digital Archive	-	X	X	-
2010	EDR Digital Archive	-	X	X	-
	EDR Digital Archive	X	X	X	-
2006	Haines Company, Inc.	-	X	X	-
	Haines Company, Inc.	X	X	X	-
2004	Haines Company	-	-	-	-
2003	Haines & Company	-	-	-	-
2001	Haines Company, Inc.	-	-	-	-
2000	Haines	-	-	-	-
1999	Haines Company	-	-	-	-
1996	GTE	-	-	-	-
1995	Pacific Bell	-	-	-	-

EXECUTIVE SUMMARY

Year	Source	TP	Adjoining	Text Abstract	Source Image
1992	PACIFIC BELL WHITE PAGES	-	-	-	-
1991	Pacific Bell	-	-	-	-
1990	Pacific Bell	X	X	X	-
1986	Pacific Bell	X	X	X	-
1985	Pacific Bell	-	-	-	-
1981	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1980	Pacific Telephone	-	X	X	-
1976	Pacific Telephone	X	X	X	-
1975	Pacific Telephone	-	-	-	-
1972	R. L. Polk & Co.	-	-	-	-
1971	Pacific Telephone	X	X	X	-
1970	Pacific Telephone	-	-	-	-
1969	Pacific Telephone	-	-	-	-
1967	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1966	Pacific Telephone	-	-	-	-
1965	GTE	-	-	-	-
1964	Pacific Telephone	-	X	X	-
1963	Pacific Telephone	-	-	-	-
1962	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1961	R. L. Polk & Co.	-	-	-	-
1960	Pacific Telephone	-	X	X	-
1958	Pacific Telephone	X	X	X	-
1957	Pacific Telephone	-	X	X	-
1956	Pacific Telephone	-	-	-	-
1955	R. L. Polk & Co.	-	-	-	-
1954	R. L. Polk & Co.	-	X	X	-
1952	Los Angeles Directory Co.	-	-	-	-
1951	Pacific Telephone & Telegraph Co.	-	X	X	-
	Pacific Telephone & Telegraph Co.	X	X	X	-
1950	Pacific Telephone	-	X	X	-
1949	Los Angeles Directory Co.	-	-	-	-
1948	Associated Telephone Company, Ltd.	-	-	-	-
1947	Pacific Directory Co.	-	-	-	-
1946	Southern California Telephone Co	-	-	-	-
1945	R. L. Polk & Co.	-	-	-	-
1944	R. L. Polk & Co.	-	-	-	-
1942	Los Angeles Directory Co.	X	X	X	-
1940	Los Angeles Directory Co.	-	-	-	-
1939	Los Angeles Directory Co.	-	-	-	-

EXECUTIVE SUMMARY

Year	Source	TP	Adjoining	Text Abstract	Source Image
1938	Los Angeles Directory Company Publishers	-	-	-	-
1937	Los Angeles Directory Co.	X	X	X	-
1936	Los Angeles Directory Co.	-	-	-	-
1935	Los Angeles Directory Co.	-	-	-	-
1934	Los Angeles Directory Co.	-	-	-	-
1933	Los Angeles Directory Co.	X	X	X	-
1932	Los Angeles Directory Co.	-	-	-	-
1931	TRIBUNE-NEWS PUBLISHING CO.	-	-	-	-
1930	Los Angeles Directory Co.	-	-	-	-
1929	Los Angeles Directory Co.	X	X	X	-
1928	Los Angeles Directory Co.	-	-	-	-
1927	Los Angeles Directory Co.	-	-	-	-
1926	Los Angeles Directory Co.	-	-	-	-
1925	Los Angeles Directory Co.	-	-	-	-
1924	Los Angeles Directory Co.	X	X	X	-
1923	Los Angeles Directory Co.	-	-	-	-
1921	Los Angeles Directory Co.	-	-	-	-
1920	Los Angeles Directory Co.	-	-	-	-

EXECUTIVE SUMMARY

SELECTED ADDRESSES

The following addresses were selected by the client, for EDR to research. An "X" indicates where information was identified.

Address	*Type*	*Findings*
121 South Soto Street	Client Entered	X
2316 1st Street	Client Entered	X
2324 1st Street	Client Entered	X

FINDINGS

TARGET PROPERTY INFORMATION

ADDRESS

119 South Soto Street
Los Angeles, CA 90033

FINDINGS DETAIL

Target Property research detail.

1st Street

2316 1st Street

Year	*Uses*	*Source*
2006	LIBRERIA	Haines Company, Inc.
	MONTERREY	Haines Company, Inc.
1990	GONZALEZ JOSE E	Pacific Bell
	LIBRERIA GONZALEZ	Pacific Bell
	RIOS JESUSA	Pacific Bell
1986	GONZALEZ JOSE E	Pacific Bell
	LIBRERIA GONZALEZ	Pacific Bell
1981	GONZALEZ JOSE E	Pacific Telephone
1971	GONZALEZ JOSE E incom tax	Pacific Telephone
1967	Barreno Theresa	Pacific Telephone
	Estrada Pete G	Pacific Telephone
	GONZALEZ JOSE E Inc tax	Pacific Telephone
1962	Cruz Genoveva	Pacific Telephone
	Cruz Norberto S	Pacific Telephone
	GONZALEZ JOSE E Inc tax	Pacific Telephone
1958	Riojas Gilbert	Pacific Telephone
1942	Arellano Antonio Margarita mech	Los Angeles Directory Co.
	Imamura Morito clk	Los Angeles Directory Co.
	Takahashi Kuni Fumika coffee	Los Angeles Directory Co.
1937	Kawamoto Kichimatsu Yitchi wines	Los Angeles Directory Co.
1933	Iddings Wm B Sarah restr	Los Angeles Directory Co.
1924	Gallup Allison I paintr r	Los Angeles Directory Co.
	Gallup Ollden h	Los Angeles Directory Co.
	Hall Cath wid J C h	Los Angeles Directory Co.
	Kimmey Nettie L r	Los Angeles Directory Co.
	Kimmey Raymond L auto mech h	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1924	Obert Bert carp r	Los Angeles Directory Co.

2324 1st Street

Year	Uses	Source
1990	CASTILLO CARLOS A	Pacific Bell
1967	Martinez Pedro G	Pacific Telephone
1962	Barajos Jesus Mrs	Pacific Telephone
1958	Avina Rosario P	Pacific Telephone
1942	RIOS Benedicta wid Nicholas	Los Angeles Directory Co.
1937	Noma Noboru	Los Angeles Directory Co.
	Noma Suml	Los Angeles Directory Co.
	Noma Tom T Yoshi wig mkr	Los Angeles Directory Co.
1933	BROWN Henry J M Carrie lab	Los Angeles Directory Co.
1929	Becerra Jose Isabel tailor	Los Angeles Directory Co.

E 1ST

2316 E 1ST

Year	Uses	Source
1990	GONZALEZ JOSE E	Pacific Bell
	LIBRERIA GONZALEZ	Pacific Bell
	RIOS JESUSA	Pacific Bell
1986	GONZALEZ JOSE E	Pacific Bell
	LIBRERIA GONZALEZ	Pacific Bell
1981	GONZALEZ JOSE E	Pacific Telephone
1971	GONZALEZ JOSE E incom tax	Pacific Telephone
1962	Cruz Genoveva	Pacific Telephone
	Cruz Norberto S	Pacific Telephone
	GONZALEZ JOSE E Inc tax	Pacific Telephone
1942	Arellano Antonio Margarita mech	Los Angeles Directory Co.
	Imamura Morito clk	Los Angeles Directory Co.
	Takahashi Kuni Fumika coffee	Los Angeles Directory Co.
1937	Kawamoto Kichimatsu Yitchi wines	Los Angeles Directory Co.
1933	Iddings Wm B Sarah restr	Los Angeles Directory Co.
1924	Gallup Allison I paintr r	Los Angeles Directory Co.
	Gallup Ollden h	Los Angeles Directory Co.
	Hall Cath wid J C h	Los Angeles Directory Co.
	Kimmey Nettie L r	Los Angeles Directory Co.
	Kimmey Raymond L auto mech h	Los Angeles Directory Co.

Year	Uses	Source
1924	Obert Bert carp r	Los Angeles Directory Co.

2324 E 1ST

Year	Uses	Source
1990	CASTILLO CARLOS A	Pacific Bell
1962	Barajos Jesus Mrs	Pacific Telephone
1942	RIOS Benedicta wid Nicholas	Los Angeles Directory Co.
1937	Noma Noboru	Los Angeles Directory Co.
	Noma Suml	Los Angeles Directory Co.
	Noma Tom T Yoshi wig mkr	Los Angeles Directory Co.
1933	BROWN Henry J M Carrie lab	Los Angeles Directory Co.
1929	Becerra Jose Isabel tailor	Los Angeles Directory Co.

2316 1/2 E 1ST

Year	Uses	Source
1986	RIOS JESUSA	Pacific Bell

2316 1/4 E 1ST

Year	Uses	Source
1986	ARIAS GREGORIO	Pacific Bell
1981	ARIAS GREGORIO	Pacific Telephone

E 1st St

2316 E 1st St

Year	Uses	Source
2010	LIBRERIA MONTERREY	EDR Digital Archive

E 1ST ST

2316 E 1ST ST

Year	Uses	Source
2006	LIBRERIA	Haines Company, Inc.
	MONTERREY	Haines Company, Inc.
1967	Barreno Theresa	Pacific Telephone
	Estrada Pete G	Pacific Telephone
	GONZALEZ JOSE E Inc tax	Pacific Telephone
1958	Riojas Gilbert	Pacific Telephone

FINDINGS

2324 E 1ST ST

Year	Uses	Source
1967	Martinez Pedro G	Pacific Telephone
1958	Avina Rosario P	Pacific Telephone

S SOTO

119 S SOTO

Year	Uses	Source
1990	CASTILLO ANGEL L	Pacific Bell
1986	CASTILLO ANGEL L	Pacific Bell
1971	Uyeda Chico W	Pacific Telephone
1942	Luby Danl Louisa	Los Angeles Directory Co.
1937	Luby Danl Lourisa J	Los Angeles Directory Co.
1933	Luby Danl Louisa	Los Angeles Directory Co.
	Luby Grace sten	Los Angeles Directory Co.
1929	Luby Danl Louise	Los Angeles Directory Co.
	Luby Grace L bkpr J M Hale Co	Los Angeles Directory Co.
	Luby Steph M Hahn & Luby	Los Angeles Directory Co.
1924	Luby Grace L compt opr r	Los Angeles Directory Co.
	Luby Louisa J r	Los Angeles Directory Co.

121 S SOTO

Year	Uses	Source
1990	ASTORGA GLORIA G	Pacific Bell
1981	GLORIA G	Pacific Telephone
1971	Forcht Carl E	Pacific Telephone
1967	Forcht Carl E	Pacific Telephone
1962	Forcht Carl E	Pacific Telephone
1942	Matsuda Heisuke Kikuko gdnr	Los Angeles Directory Co.
1929	Brengartner Hannah Mrs	Los Angeles Directory Co.
	Brengartner Kath F	Los Angeles Directory Co.
1924	Bremgardener Hannah h	Los Angeles Directory Co.
	Bremgardener Kate r	Los Angeles Directory Co.

S SOTO ST

119 S SOTO ST

Year	Uses	Source
1976	Castillo Angel L	Pacific Telephone

Year	Uses	Source
1958	Miyagawa Isami	Pacific Telephone

121 S SOTO ST

Year	Uses	Source
2006	000	Haines Company, Inc.
1958	Forcht Carl E	Pacific Telephone

SOTO ST S

121 SOTO ST S

Year	Uses	Source
1951	S Soto Forcht Carl E r	Pacific Telephone & Telegraph Co.

South Soto Street

121 South Soto Street

Year	Uses	Source
2006	000	Haines Company, Inc.
	No Current Listing	Haines Company, Inc.
1990	ASTORGA GLORIA G	Pacific Bell
	PEDROSA LURDES	Pacific Bell
1986	LEON IMELDA	Pacific Bell
1981	GARCIA PASCUAL R	Pacific Telephone
	GLORIA G	Pacific Telephone
1971	Forcht Carl E	Pacific Telephone
	Perez Victoria	Pacific Telephone
1967	Araujo Felix	Pacific Telephone
	Forcht Carl E	Pacific Telephone
1962	Forcht Carl E	Pacific Telephone
1958	Feder Paul	Pacific Telephone
	Forcht Carl E	Pacific Telephone
1951	N Soto Feder Paul r	Pacific Telephone & Telegraph Co.
	N Soto Godnick Harry L r	Pacific Telephone & Telegraph Co.
	S Soto Forcht Carl E r	Pacific Telephone & Telegraph Co.
1942	FEDER Paul Celia clk	Los Angeles Directory Co.
	Giblin Victor H Marguerite elev opr	Los Angeles Directory Co.
	Matsuda Heisuke Kikuko gdnr	Los Angeles Directory Co.
1937	AARON Abr bartndr	Los Angeles Directory Co.
	Dietch M Israel Nessie cattle buyer	Los Angeles Directory Co.
	Grant Abr Minnie cbtmkr	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1929	Brengartner Hannah Mrs	Los Angeles Directory Co.
	Brengartner Kath F	Los Angeles Directory Co.
	Budian Eli Sarah clo clnr	Los Angeles Directory Co.
	Weisberg Isaders h	Los Angeles Directory Co.
	Weisberg Jack slsmn r	Los Angeles Directory Co.
	Weisberg Myer plmbr r	Los Angeles Directory Co.
	Weisberg Sylvia slsldy r	Los Angeles Directory Co.
1924	Bremgardener Hannah h	Los Angeles Directory Co.
	Bremgardener Kate r	Los Angeles Directory Co.
	h	Los Angeles Directory Co.

FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

E 1ST

2302 E 1ST

Year	Uses	Source
1990	JUNES BEAUTY SALON	Pacific Bell
1986	JUNES BEAUTY SALON	Pacific Bell
1981	JUNE S BEAUTY SALON	Pacific Telephone
1971	Junes Beauty Salon	Pacific Telephone
1962	Junes Beauty Salon	Pacific Telephone
1942	Chazaro Dora Mrs beauty shop	Los Angeles Directory Co.
	Chazaro Louis G Dora blue printer MWD	Los Angeles Directory Co.
1937	REYES Pauline beauty shop	Los Angeles Directory Co.
1929	Finkel Nathan Anna barber	Los Angeles Directory Co.
1924	Finkel Nathan barber	Los Angeles Directory Co.

2304 E 1ST

Year	Uses	Source
1971	Mickeys Cafe	Pacific Telephone
1962	Mickeys Cafe	Pacific Telephone
1942	Notomi Hiroshi clo clnr	Los Angeles Directory Co.
	Natomi Toshi cook	Los Angeles Directory Co.
1937	Notomi H clo prsr	Los Angeles Directory Co.
1933	Notomi Hiroshi clo clnr	Los Angeles Directory Co.
1929	Notomi H S clo clnr	Los Angeles Directory Co.
1924	Notomi Hiroshi tailor	Los Angeles Directory Co.

2306 E 1ST

Year	Uses	Source
1986	MEXICO CITY BARBER SHOP	Pacific Bell
1981	MEXICO CITY BARBER SHOP	Pacific Telephone
1971	Victors Barber Shop	Pacific Telephone
	Medina Herman C	Pacific Telephone
1962	Nunez Carmen	Pacific Telephone
	Medina Herman C	Pacific Telephone
1942	Beitch Harry Jennie Indy	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1942	Beitch Wm clo clnr	Los Angeles Directory Co.
	STERN Mark pharm Keys & Strear	Los Angeles Directory Co.
	STERN Wolf Hannah pntr	Los Angeles Directory Co.
1937	Nakamura Tamiji Hisake dry gds	Los Angeles Directory Co.
	STERN Mark pharm	Los Angeles Directory Co.
	STERN Wolf Hannah pntr	Los Angeles Directory Co.
1929	TAYLOR Herman Yetta driver h	Los Angeles Directory Co.
	Braverman Jack Lillian signpntr	Los Angeles Directory Co.
1924	Hollander Isadare meats	Los Angeles Directory Co.

2308 E 1ST

Year	Uses	Source
1990	VICKYS RESTAURANT	Pacific Bell
1981	LA TOBARA RESTAURANT	Pacific Telephone
1971	El Jardin Restaurant	Pacific Telephone
1942	BROWN Henry J M Carrie H jan	Los Angeles Directory Co.
	Camil Millie wil Emil gro	Los Angeles Directory Co.
1937	BROWN Henry Carrie jan	Los Angeles Directory Co.
	Lehrer Hymen Pauline gro	Los Angeles Directory Co.
1933	Hollander Rebecca wid Isadore	Los Angeles Directory Co.
1929	HOLLANDER Rebecca wid Isadore	Los Angeles Directory Co.
	Slootsky Benj Ruth confy	Los Angeles Directory Co.

2310 E 1ST

Year	Uses	Source
1990	BIRMAN HECTOR MD	Pacific Bell
	EAST MEDICAL GROUP	Pacific Bell
1986	BIRMAN HECTOR MD	Pacific Bell
	EAST MEDICAL GROUP	Pacific Bell
1981	EAST MEDICAL GROUP	Pacific Telephone
1971	Hieshima Asaichi S MD	Pacific Telephone
1962	Hieshima Asaichi S MD	Pacific Telephone
1942	Woshkor Jesup Dora poultry	Los Angeles Directory Co.
1937	Escakoff Wm Mary poultry	Los Angeles Directory Co.
1929	Washkov Irving clk r	Los Angeles Directory Co.
1924	Washkov Dora Mrs cook r	Los Angeles Directory Co.
	Washkov Julius h	Los Angeles Directory Co.

FINDINGS

2311 E 1ST

Year	Uses	Source
1990	RAMOS ALBERTO	Pacific Bell
1986	RAMOS ALBERTO	Pacific Bell
1981	RAMOS ALBERTO	Pacific Telephone
1971	Ramos Alberto	Pacific Telephone
	Placencio Toni	Pacific Telephone
	Perez Manuela	Pacific Telephone
	Placencio Frank	Pacific Telephone
1962	Placencio Toni	Pacific Telephone
	Placencio Frank	Pacific Telephone
1942	MARSH Mary E typist	Los Angeles Directory Co.
	MARSH Harry A Lucy A pntr	Los Angeles Directory Co.
1937	Nemor Morris pharm	Los Angeles Directory Co.
	Nemor Max Bertha real eat	Los Angeles Directory Co.
	Nemor Lillian acct	Los Angeles Directory Co.
	Nemor Esther bkpr	Los Angeles Directory Co.
1933	Nemor Lillian C bkpr Zallerbach Paper Co	Los Angeles Directory Co.
1929	Nemore Lillian clk	Los Angeles Directory Co.
	Nemore Esther clk	Los Angeles Directory Co.
1924	BIRD Michl Wire gds	Los Angeles Directory Co.

2313 E 1ST

Year	Uses	Source
1990	SANCHEZ INCOME TAX SERVICE	Pacific Bell
1986	MONTANO FACUNDO S RL EST	Pacific Bell
1981	MONTANA FACUNDO S RL EST	Pacific Telephone
1971	Ruiz Nick P rl est	Pacific Telephone
	Morales Angela	Pacific Telephone
1962	Ruiz Nick P rl est	Pacific Telephone
	Jaime Rose Marie	Pacific Telephone
1942	Warneck Geo aircrftwkr	Los Angeles Directory Co.
	Warneck Fredk	Los Angeles Directory Co.
	Warneck Bertha wid Henry	Los Angeles Directory Co.
1937	WEISS Morris	Los Angeles Directory Co.
	WEISS Grace	Los Angeles Directory Co.
	Weiss Celia Mrs	Los Angeles Directory Co.
	SUN Chew hand lndy	Los Angeles Directory Co.

FINDINGS

2315 E 1ST

Year	Uses	Source
1986	RIZZO S STEREOS	Pacific Bell
1981	RIZZOS STEREOS	Pacific Telephone
1971	Montano Facundo S rl est	Pacific Telephone
	Montano Facundo S rl est	Pacific Telephone
	Moran Rose Mrs	Pacific Telephone
1962	Marvin Builders	Pacific Telephone
	Montano Facundo S rl est	Pacific Telephone
	Montano Facundo S rl est	Pacific Telephone
	Moran Rose Mrs	Pacific Telephone
1942	MILLER Abr Sadie uphol	Los Angeles Directory Co.
	MILLER Jos clk	Los Angeles Directory Co.
1937	Miller Abr Sadie uphol	Los Angeles Directory Co.
1933	Miller Abr Sadie cbtmkr	Los Angeles Directory Co.
	MILLER Freda clk	Los Angeles Directory Co.

2318 E 1ST

Year	Uses	Source
1990	ACAPULCO BAKERY	Pacific Bell
1986	ACAPULCO BAKERY	Pacific Bell
1981	ACAPULCO BAKERY	Pacific Telephone
1971	Acapulco Bakery	Pacific Telephone
1962	Saldanas Bakery	Pacific Telephone
1929	Higuchi S gro	Los Angeles Directory Co.

2321 E 1ST

Year	Uses	Source
1990	GALICIA LOUIE JR	Pacific Bell
	CASA CARIOCA RESTAURANT	Pacific Bell
	CASA CARIOCA	Pacific Bell
1986	CASA CARLOCA RESTAURANT	Pacific Bell
1981	MESA CARLOS P	Pacific Telephone
	CASA CARIOCA RESTAURANT	Pacific Telephone
	CASA CARIOCA RESTAURANT	Pacific Telephone
1971	Carioca Cafe	Pacific Telephone
1962	Ybarra Rose	Pacific Telephone
	La Indita Cafe	Pacific Telephone
	Carioca Cafe	Pacific Telephone

FINDINGS

2322 E 1ST

Year	Uses	Source
1981	BARRON RAFAEL RAMIREZ	Pacific Telephone
1971	Morales Benjamin D	Pacific Telephone
1962	Angulo Maria	Pacific Telephone
	Avina Rosario P	Pacific Telephone
	Moreno Jose A	Pacific Telephone
1942	Avelar Jose P Leonor monuments	Los Angeles Directory Co.
1933	Martinez Albt Connie musician	Los Angeles Directory Co.
	Roulis Anthony mldr	Los Angeles Directory Co.

2323 E 1ST

Year	Uses	Source
1990	COOKIES MKT	Pacific Bell
1986	COOKIES MKT	Pacific Bell
1981	MI RANCHITO	Pacific Telephone
	EASTSIDE SERVICE AIR CONDITNG & REFRIGTN	Pacific Telephone
1971	Esparza Real Estate	Pacific Telephone
	Gordon Termite Control Inc	Pacific Telephone
1962	Mercado & Sons Appliances	Pacific Telephone

2325 E 1ST

Year	Uses	Source
1990	MI RANCHITO	Pacific Bell
1986	MI RANCHITO	Pacific Bell
1981	MI RANCHITO	Pacific Telephone
1971	El Tupinamba	Pacific Telephone
1962	El Tupinamba	Pacific Telephone

2329 E 1ST

Year	Uses	Source
1990	MARIO S PLACE	Pacific Bell
1986	MARIO S PLACE	Pacific Bell
1981	MARIO S PLACE	Pacific Telephone
	MARIO S PLACE	Pacific Telephone
1971	Rio Grande Cafe	Pacific Telephone
1962	Rio Grande Cafe	Pacific Telephone
1942	VALENCIA Rose restr	Los Angeles Directory Co.
1929	Cooper Abr furn	Los Angeles Directory Co.
1924	PENNY Theo elect fixtures	Los Angeles Directory Co.

FINDINGS

2331 E 1ST

Year	Uses	Source
1986	FIRST & SOTO BARBER SHOP	Pacific Bell
1981	FIRST & SOTO BARBER SHOP	Pacific Telephone
1971	First & Soto Barber Shop	Pacific Telephone
1962	First & Soto Barber Shop	Pacific Telephone
1937	Fizdale Jack Lillie batteries	Los Angeles Directory Co.
1929	Bureloff Chas Annie barber	Los Angeles Directory Co.

2333 E 1ST

Year	Uses	Source
1971	SLOANS DRY CLEANERS & LAUNDRY	Pacific Telephone
1962	Sloans Dry Cleaners & Laundry	Pacific Telephone
1942	Bakin Jacob Sarah cbtmkr	Los Angeles Directory Co.
1933	Elstein Sol window shade mfr	Los Angeles Directory Co.
1929	MARTIN Abr Eva tailor	Los Angeles Directory Co.
1924	Bernstein Philip tailor	Los Angeles Directory Co.

2335 E 1ST

Year	Uses	Source
1990	MAJOR LIQUOR STORES	Pacific Bell
1986	MAJOR LIQUOR STORES	Pacific Bell
1981	MAJOR LIQUOR STORES	Pacific Telephone
1942	Kasugral Edw S Yoeko gro	Los Angeles Directory Co.
1937	Kusumi Yayoko gro	Los Angeles Directory Co.
1933	Tabechi N gro	Los Angeles Directory Co.
1924	Slootsky Benj musician r	Los Angeles Directory Co.
	COHN Hyman tailor r	Los Angeles Directory Co.

2388 E 1ST

Year	Uses	Source
1986	JOSEPH S MEN S WEAR	Pacific Bell

2400 E 1ST

Year	Uses	Source
1990	SOTO DRUG CO	Pacific Bell
1986	SOTO DRUG CO	Pacific Bell
1981	SOTO DRUG CO	Pacific Telephone
1971	Soto Drug Co	Pacific Telephone
1962	Soto Drug Co	Pacific Telephone
1937	FISHER Isadore drugs	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1929	HILL Stanley R Mae E drugs	Los Angeles Directory Co.
1924	HILL Stanley R drug	Los Angeles Directory Co.

2403 E 1ST

Year	Uses	Source
1990	LIBRERIA MEXICO NUEVO DISCOTECA	Pacific Bell
1986	LIBRERIA MEXICO NUEVO DISCOTECA	Pacific Bell
1981	EL REY COLIMAN RESTRNT	Pacific Telephone
	LIBRERIA MEXICO NUEVO DISCOTECA	Pacific Telephone
1971	Owl The	Pacific Telephone
1962	Owl The	Pacific Telephone

2404 E 1ST

Year	Uses	Source
1990	SOTO MEDICAL GROUP	Pacific Bell
	SOTO MEDICAL GROUP	Pacific Bell
1981	SOTO MEDICAL GROUP	Pacific Telephone
	SOTO MEDICAL GROUP	Pacific Telephone
	ABRAMSON M MD SOTO MEDICAL GROUP	Pacific Telephone
	ABRAMSON M DR SOTO MEDICAL GROUP	Pacific Telephone
1971	Soto Medical Group	Pacific Telephone
	Soto Medical Group	Pacific Telephone
	Abramson M MD Soto Medical Group	Pacific Telephone
	Abramson M Dr Soto Medical Group	Pacific Telephone
1962	Soto Medical Group	Pacific Telephone
	Soto Medical Group	Pacific Telephone
	Abramson M Dr Soto Medical Group	Pacific Telephone
	Abramson M DO Soto Medical Group	Pacific Telephone
1942	Asoo Shunichiro Jone clo clnr	Los Angeles Directory Co.
1937	Asoo Shumichiro Yone clo clnr	Los Angeles Directory Co.
1924	Saip Geo dry gds	Los Angeles Directory Co.

2405 E 1ST

Year	Uses	Source
1990	BERNUDEZ ROBERTO	Pacific Bell
1971	CASA ARAGON recrd shop	Pacific Telephone
1962	Shindo Studio photgrphr	Pacific Telephone

FINDINGS

2407 E 1ST

Year	Uses	Source
1981	HONDA FUJIE	Pacific Telephone
1971	Honda Katsuki	Pacific Telephone
1942	Romo Guadalupe Juana	Los Angeles Directory Co.
1937	Romo Elis Lupe lab	Los Angeles Directory Co.
1924	Bagge Walter Bagge Bros r	Los Angeles Directory Co.
	Bagge Ernest Bagge Bros r	Los Angeles Directory Co.

2409 E 1ST

Year	Uses	Source
1986	NAKAGAWA C	Pacific Bell
1981	NAKAGAWA C	Pacific Telephone
1971	Nakagawa C	Pacific Telephone
	Takamura Misue	Pacific Telephone
1962	Takamura Misue	Pacific Telephone
1942	VASQUEZ Helen Mrs	Los Angeles Directory Co.
	Melendez Sarah Mrs	Los Angeles Directory Co.
1937	WHITE Jas Perfecta brass mldr	Los Angeles Directory Co.
	Garcia Luciano Jennie lab	Los Angeles Directory Co.
1933	PENA Enrique gas sta opr	Los Angeles Directory Co.
	De Lane Lynn E Effie gas sta	Los Angeles Directory Co.
	GARCIA Jennie Mrs	Los Angeles Directory Co.
1929	Schlander Alphonse Sophia meat ctr h	Los Angeles Directory Co.
1924	COHEN Jacob clk r	Los Angeles Directory Co.
	COHEN Lazarus clk	Los Angeles Directory Co.
	COHEN Nathan painter r	Los Angeles Directory Co.
	Engilman Saml h	Los Angeles Directory Co.
	Englemann Lillian slswmn Barr & Blair r	Los Angeles Directory Co.
	Kast Estella Mrs r	Los Angeles Directory Co.
	Rast Stella Mrs slswmn r	Los Angeles Directory Co.

2410 E 1ST

Year	Uses	Source
1990	GOLDEN STATE ELECTRIC	Pacific Bell

2411 E 1ST

Year	Uses	Source
1990	YOSHIKAZU KINJO	Pacific Bell
1986	YOSHIKAZU KINJO	Pacific Bell

FINDINGS

Year	Uses	Source
1981	YOSHIKAZU KINJO	Pacific Telephone
1971	Kawabe Kenji	Pacific Telephone
	Tsuboi Juichiro	Pacific Telephone
1962	Kawabe Kenjl	Pacific Telephone
1942	MARTINEZ Cuca Mrs maid	Los Angeles Directory Co.
	Mendosa Felix Virginia	Los Angeles Directory Co.
1937	Ronquillo Henry Dora carp	Los Angeles Directory Co.
	Calvillo Eleanor Mrs	Los Angeles Directory Co.
	Calvillo Eleanor typist	Los Angeles Directory Co.
1933	MARQUEZ M Betta	Los Angeles Directory Co.
1929	Sidner Jos furwkr r	Los Angeles Directory Co.
	Seidner Jos Clara furs h	Los Angeles Directory Co.
	Lifschitz Isaas Anna carp	Los Angeles Directory Co.
1924	COHN Edwd painter h	Los Angeles Directory Co.

2415 E 1ST

Year	Uses	Source
1990	CHEN TIEN FU	Pacific Bell
	HEISHIMA ALAN	Pacific Bell
	KO WAN KWEL	Pacific Bell
1986	CHEN TIEN FU	Pacific Bell
	KO WAN KWEI	Pacific Bell
	TSAI ADAM Y	Pacific Bell
1981	IWAHASHI AYAKO	Pacific Telephone
	MARUYAMA HARUE	Pacific Telephone
	HAMAMOTO SHIMANO MRS	Pacific Telephone
1971	Hamamoto Shimano Mrs	Pacific Telephone
	Kudow Shizuko Mrs	Pacific Telephone
1962	Ito H M	Pacific Telephone
	Hamamoto Shimano Mrs	Pacific Telephone
1942	MILLER Harry	Los Angeles Directory Co.
	Mogilewsky Wolf	Los Angeles Directory Co.
	Texer Benj Anna pdlr	Los Angeles Directory Co.
	Texer Saml	Los Angeles Directory Co.
1937	Garcia Max Ofelia	Los Angeles Directory Co.
	NEWMAN Albt	Los Angeles Directory Co.
	Trager Abr Yetta pdlr	Los Angeles Directory Co.
1933	LEVIN Jos Rose	Los Angeles Directory Co.
	Trager Abt Yetta pdlr	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1933	Trager Bessie Mrs	Los Angeles Directory Co.
	Trager Irene clk	Los Angeles Directory Co.
1929	SHAPIRO Sol h	Los Angeles Directory Co.
	SMITH Irene slsldy r	Los Angeles Directory Co.
	Tirre Catalina wid Antonio meat pkr h	Los Angeles Directory Co.
1924	Trager Abraham mach h	Los Angeles Directory Co.

2416 E 1ST

Year	Uses	Source
1990	ALICIA S BOUTIQUE & CREATIONS	Pacific Bell
1986	ALICIA S BOUTIQUE & CREATIONS	Pacific Bell
1981	FUKUYA TEYAKI SENBEI	Pacific Telephone
1971	FUKUYA TEA COOKIE MFRS	Pacific Telephone
1962	FUKUYA TEA COOKIE MFRS	Pacific Telephone
1942	Trager Abr Yetta	Los Angeles Directory Co.
	Raskin Benj W Anna baker	Los Angeles Directory Co.
	Waller Robt Margt	Los Angeles Directory Co.
	HELLER Robt L motor winder QE Co	Los Angeles Directory Co.
1937	Koshinsky Jos Frieda bake	Los Angeles Directory Co.
	Tirre Catalina wid Antonio smstrs	Los Angeles Directory Co.
1933	Bozigian John Armenian Am Bakery	Los Angeles Directory Co.
	Armenian American Bakery John and Saml Bozigian and Geo Hovagian	Los Angeles Directory Co.
1929	Markowitz Marcus Goldie gro	Los Angeles Directory Co.

2417 E 1ST

Year	Uses	Source
1990	HIESHIMA YOSHIKO	Pacific Bell
	SAITO TAMAYE	Pacific Bell
1986	SAITO TAMAYE	Pacific Bell
	HIESHIMA YOSHIKO	Pacific Bell
1981	HIESHIMA YOSHIKO	Pacific Telephone
	SAITO TAMAYE	Pacific Telephone
1971	Hieshima Yoshiko	Pacific Telephone
	Dobashi T	Pacific Telephone
1962	Hieshima Yoichi G	Pacific Telephone
	Dobashi T	Pacific Telephone
1929	Pogowitz Morris Bertha baker h	Los Angeles Directory Co.
1924	Schlessinger Jake prsr r	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1924	Noyari F lab r	Los Angeles Directory Co.

2419 E 1ST

Year	Uses	Source
1986	SYLVIAS	Pacific Bell
1981	SYLVIA S	Pacific Telephone
1971	El Carncito Cafe	Pacific Telephone
1962	Siete Mares	Pacific Telephone
1942	NEWMAN Saml Mary	Los Angeles Directory Co.
	Tobin John H	Los Angeles Directory Co.
	NEWMAN Lillian clk	Los Angeles Directory Co.
	NEWMAN Hasnah sten	Los Angeles Directory Co.
	Hochstaine Louis Bessie	Los Angeles Directory Co.
	Ferrer E A clnr Pullman Co	Los Angeles Directory Co.
	Duron Ernest	Los Angeles Directory Co.
	Duron Josephine	Los Angeles Directory Co.
	Feerer Edw Dorothy	Los Angeles Directory Co.
1937	Gersh Sarah Mrs fish	Los Angeles Directory Co.
	NEWMAN Lillian	Los Angeles Directory Co.
	NEWMAN Saml Mary pdlr	Los Angeles Directory Co.
	Ross Regina L clk	Los Angeles Directory Co.
	Steinberg Morris Flora	Los Angeles Directory Co.
	Steinberg Regina slswn	Los Angeles Directory Co.
1929	Izen Jacob Sarah shtmtlwks	Los Angeles Directory Co.
	Katz Anna Mrs drsmkr	Los Angeles Directory Co.
	Katz Max Anna glazier	Los Angeles Directory Co.
	Stienberg Morris Flora tinner h	Los Angeles Directory Co.

2420 E 1ST

Year	Uses	Source
1986	KOHWA INTERNATIONAL CORP	Pacific Bell
	PACIFIC COAST BONSAI EXCHANGE	Pacific Bell
1981	KOHWA INTERNATIONAL CORP	Pacific Telephone
	PACIFIC COAST BONSAI EXCHANGE	Pacific Telephone
1971	East L A Gardeners Assn Inc	Pacific Telephone
1962	Rafu Sei Cho No Ie Inc	Pacific Telephone
1929	Sowa Katruit Fusa fish mkr	Los Angeles Directory Co.
1924	Lander Grina Mrs gro	Los Angeles Directory Co.

FINDINGS

2422 E 1ST

Year	Uses	Source
1990	EAST L A GARDENERS ASSN INC	Pacific Bell
1986	EAST L A GARDENERS ASSN INC	Pacific Bell
1981	EAST L A GARDENERS ASSN INC	Pacific Telephone
1933	LEWIS Leo Jennie ins agt	Los Angeles Directory Co.

2423 E 1ST

Year	Uses	Source
1990	MENUDERIA SAN ANTONIO	Pacific Bell
1986	MENUDERIA SAN ANTONIO	Pacific Bell
1981	MENUDERIA SAN ANTONIO	Pacific Telephone
1971	La Linterna Verde	Pacific Telephone
1962	La Linterna Verde Cafe	Pacific Telephone
1937	Goldstein Saml Mollie clo clnr	Los Angeles Directory Co.
1933	GOLDSTEIN Saml Molly clo clnrs	Los Angeles Directory Co.
	GOLDSTEIN Saml Molly clo clnrs	Los Angeles Directory Co.
1929	Talsky Benj Fannie clk r	Los Angeles Directory Co.
	GOLDSTEIN Saml Molly gro	Los Angeles Directory Co.
	GOLDSTEIN Mamie slsldy	Los Angeles Directory Co.
	GOLD Mamie M slsldy	Los Angeles Directory Co.
1924	r	Los Angeles Directory Co.
	NELSON Barney clk r	Los Angeles Directory Co.

2427 E 1ST

Year	Uses	Source
1971	Cruz Lilia H	Pacific Telephone
1962	Romero Rome	Pacific Telephone
1942	NEIMAN Louis Marie washing machs	Los Angeles Directory Co.
1937	Bloom Avern slsmn Hecker Co	Los Angeles Directory Co.
	NEIMAN Louis Marie washing mech	Los Angeles Directory Co.
	NEIMAN Morris clk	Los Angeles Directory Co.
	NEIMAN Saml slsmn Louis Neiman	Los Angeles Directory Co.
1933	NIEMAN Louis Mary	Los Angeles Directory Co.
1929	Neiman Louis Mary	Los Angeles Directory Co.
1924	FRIEDMAN Harry F driver h	Los Angeles Directory Co.

2431 E 1ST

Year	Uses	Source
1990	KAWADA CO OF AMERICA LTD	Pacific Bell

FINDINGS

Year	Uses	Source
1981	TANI MORIFUSA	Pacific Telephone
1962	Salazar Gregorio	Pacific Telephone
1942	Galber Morris Ida lab	Los Angeles Directory Co.
	Macian Jos lab	Los Angeles Directory Co.
1937	Garber Max Ida	Los Angeles Directory Co.
	MILLER Max	Los Angeles Directory Co.
1933	Feder Morris	Los Angeles Directory Co.
	Feder Harry Libbie	Los Angeles Directory Co.
1929	Feder Morris	Los Angeles Directory Co.
	Feder Harry Libbie sack dir	Los Angeles Directory Co.
1924	Feder Harry junk h	Los Angeles Directory Co.

2435 E 1ST

Year	Uses	Source
1990	MODESTO CASTILLO	Pacific Bell
1986	MODESTO CASTILLO	Pacific Bell
1981	MODESTO CASTILLO	Pacific Telephone
1971	Fraga Medardo	Pacific Telephone
1962	Brotman Abraham	Pacific Telephone
1942	BROTMAN Jacob T lab	Los Angeles Directory Co.
	BROTMAN Sol fctywkr	Los Angeles Directory Co.
	BROTMAN Morris Rose	Los Angeles Directory Co.
	Brotman Danl	Los Angeles Directory Co.
1937	Brotman Morris Rose	Los Angeles Directory Co.
	Brotman Abr lab	Los Angeles Directory Co.
1933	Tsuchida C	Los Angeles Directory Co.
1929	DREW Virginia wid John	Los Angeles Directory Co.
	Drew Chas P baker	Los Angeles Directory Co.
	Drew Alex P chauf	Los Angeles Directory Co.
	Drew Alex driver	Los Angeles Directory Co.

2308 1/2 E 1ST

Year	Uses	Source
1990	GUTIERREZ MARIA TRINIDAD	Pacific Bell

2308 3/4 E 1ST

Year	Uses	Source
1990	TERAN JOSE A	Pacific Bell

FINDINGS

2311 3/4 E 1ST

Year	Uses	Source
1990	OCHOA S	Pacific Bell

2313 1/2 E 1ST

Year	Uses	Source
1990	PEREZ OLGA	Pacific Bell

2409 1/2 E 1ST

Year	Uses	Source
1990	TAKAMURA MISUE	Pacific Bell

2411 1/2 E 1ST

Year	Uses	Source
1990	KAWABE KENJI	Pacific Bell

2416 1/2 E 1ST

Year	Uses	Source
1986	CERVANTES AGUSTIN	Pacific Bell

2419 1/2 E 1ST

Year	Uses	Source
1986	FLORES RAMON	Pacific Bell

2421 3/4 E 1ST

Year	Uses	Source
1986	TOLEDO TERESA HIDALGO	Pacific Bell

E 1ST 267

2304 E 1ST 267

Year	Uses	Source
1981	MICKEY S CAFE	Pacific Telephone

E 1st St

2300 E 1st St

Year	Uses	Source
2014	ARTURO ZATARAIN	EDR Digital Archive
	ARTURO ZATARAIN	EDR Digital Archive
2010	MARKETITA MAZATIAN	EDR Digital Archive
	ARTURO ZATARAIN	EDR Digital Archive

Year	Uses	Source
2010	MARKETITA MAZATIAN	EDR Digital Archive
	ARTURO ZATARAIN	EDR Digital Archive

E 1ST ST

2302 E 1ST ST

Year	Uses	Source
2006	SALON	Haines Company, Inc.
	CAROLBEAUTY	Haines Company, Inc.
1967	Junes Beauty Salon	Pacific Telephone
1958	Junes Beauty Salon	Pacific Telephone

2303 E 1ST ST

Year	Uses	Source
1967	Youth Training & Employment Project contd South Central contd	Pacific Telephone
	United Community Efforts Inc	Pacific Telephone

2304 E 1ST ST

Year	Uses	Source
2006	LUPESANTOJITOS	Haines Company, Inc.
	YCOMINDA	Haines Company, Inc.
1967	Mickeys Cafe	Pacific Telephone
1958	Mickeys Cafe	Pacific Telephone

E 1st St

2306 E 1st St

Year	Uses	Source
2010	MAYA BARBER SHOP & BUTY SALON	EDR Digital Archive
	MAYA BARBER SHOP & BUTY SALON	EDR Digital Archive

E 1ST ST

2306 E 1ST ST

Year	Uses	Source
2006	MAYA BARBER&BTY	Haines Company, Inc.
1967	Victors Barber Shop	Pacific Telephone
	Medina Herman C	Pacific Telephone
1958	Nunez Carmen	Pacific Telephone
	Medina Herman C	Pacific Telephone

FINDINGS

2307 E 1ST ST

Year	Uses	Source
1958	Kwan & Miller attys	Pacific Telephone
	L A Radio & TV Serv	Pacific Telephone

E 1st St

2308 E 1st St

Year	Uses	Source
2014	VICKYS RESTAURANT	EDR Digital Archive
	VICKYS RESTAURANT	EDR Digital Archive
2010	VICKYS RESTAURANT	EDR Digital Archive
	VICKYS RESTAURANT	EDR Digital Archive

E 1ST ST

2308 E 1ST ST

Year	Uses	Source
2006	VICKYS	Haines Company, Inc.
	RESTAURANT	Haines Company, Inc.
	L/M GUTIERREZ Rodio	Haines Company, Inc.
1967	Lopez Maria Mrs	Pacific Telephone
	La Pesadita Cafe	Pacific Telephone
1958	Matsumoto Mkt	Pacific Telephone

2309 E 1ST ST

Year	Uses	Source
1958	Marietich Jas	Pacific Telephone
	Okamoto Tsuyoshi	Pacific Telephone

2310 E 1ST ST

Year	Uses	Source
1967	Hieshima Asaichi S MD	Pacific Telephone
1958	Cabral Jerry L Dr	Pacific Telephone

2311 E 1ST ST

Year	Uses	Source
2006	Amparo	Haines Company, Inc.
	FLORES Hemandez	Haines Company, Inc.
1967	Ruiz Juan C	Pacific Telephone
	Placencio Toni	Pacific Telephone

Year	Uses	Source
1967	Placencio Frank	Pacific Telephone
	Divo Miguel	Pacific Telephone
1958	Tiscareno Roy	Pacific Telephone
	Placencio Frank	Pacific Telephone

2313 E 1ST ST

Year	Uses	Source
2006	SUPER DONUTS	Haines Company, Inc.
1967	Ruiz Nick P rl est	Pacific Telephone
1958	Ruiz Nick P rl est	Pacific Telephone
	Maldonado Mina	Pacific Telephone

2315 E 1ST ST

Year	Uses	Source
2006	RIZZOS STEREOS	Haines Company, Inc.
1967	Montano Facundo S rl est	Pacific Telephone
	Marvin Builders	Pacific Telephone
	Moran Rose Mrs	Pacific Telephone
	Montano Facundo S rl est	Pacific Telephone
1958	Montano Facundo S rl est	Pacific Telephone
	Montano Facundo S rl est	Pacific Telephone
	Moran Rose Mrs	Pacific Telephone

2318 E 1ST ST

Year	Uses	Source
1967	Acapulco Bakery	Pacific Telephone
1958	Saldanas Bakery	Pacific Telephone

2320 E 1ST ST

Year	Uses	Source
1967	La Indita Cafe	Pacific Telephone
1958	La indila Cafe	Pacific Telephone

E 1st St

2321 E 1st St

Year	Uses	Source
2014	HANSAIN PROPERTIES LLC	EDR Digital Archive
	TENNO SUSHI 2	EDR Digital Archive
	HANSAIN PROPERTIES LLC	EDR Digital Archive

Year	Uses	Source
2014	TENNO SUSHI 2	EDR Digital Archive
2010	TENNO SUSHI 2	EDR Digital Archive
	TENNO SUSHI 2	EDR Digital Archive

E 1ST ST

2321 E 1ST ST

Year	Uses	Source
2006	RESTAURANT	Haines Company, Inc.
	CARIOCA	Haines Company, Inc.
1967	Carioca Cafe	Pacific Telephone
1958	Carioca Cafe	Pacific Telephone

2323 E 1ST ST

Year	Uses	Source
1958	MERCADO & SONS APPLIANCES	Pacific Telephone

E 1st St

2325 E 1st St

Year	Uses	Source
2014	MI RANCHITO	EDR Digital Archive
	MI RANCHITO	EDR Digital Archive
2010	MI RANCHITO	EDR Digital Archive
	MI RANCHITO	EDR Digital Archive

E 1ST ST

2325 E 1ST ST

Year	Uses	Source
2006	MI RANCHt TO	Haines Company, Inc.
1967	El Tupinamba	Pacific Telephone
1958	El Tupinamba	Pacific Telephone

E 1st St

2329 E 1st St

Year	Uses	Source
2014	KARLAS BAR	EDR Digital Archive
	KARLAS BAR	EDR Digital Archive
2010	KARLAS BAR	EDR Digital Archive

Year	Uses	Source
2010	KARLAS BAR	EDR Digital Archive

E 1ST ST

2329 E 1ST ST

Year	Uses	Source
2006	KARLAS BAR	Haines Company, Inc.
1967	Rio Grande Cafe	Pacific Telephone

E 1st St

2331 E 1st St

Year	Uses	Source
2014	MARETHS BEAUTY SALON	EDR Digital Archive
	MARETHS BEAUTY SALON	EDR Digital Archive

E 1ST ST

2331 E 1ST ST

Year	Uses	Source
2006	SALON	Haines Company, Inc.
	KAYLEY BEAUTY	Haines Company, Inc.
1967	First & Soto Barber Shop	Pacific Telephone
1958	First & Soto Barber Shop	Pacific Telephone

2332 E 1ST ST

Year	Uses	Source
1958	Joe & Sams Serv automotive	Pacific Telephone
	Sam & Joes Serv automotive	Pacific Telephone

E 1st St

2333 E 1st St

Year	Uses	Source
2014	EL CORAZON DE AMERICA REST	EDR Digital Archive
	LA LUNA RESTAURANT INC	EDR Digital Archive
	MORALES JOSE S	EDR Digital Archive
	MORALES JOSE S	EDR Digital Archive
	LA LUNA RESTAURANT INC	EDR Digital Archive
	EL CORAZON DE AMERICA REST	EDR Digital Archive
2010	EL CORAZON DE AMERICA REST	EDR Digital Archive

Year	Uses	Source
2010	LA LUNA RESTAURANT INC	EDR Digital Archive
	MORALES JOSE S	EDR Digital Archive
	MORALES JOSE S	EDR Digital Archive
	LA LUNA RESTAURANT INC	EDR Digital Archive
	EL CORAZON DE AMERICA REST	EDR Digital Archive

E 1ST ST

2333 E 1ST ST

Year	Uses	Source
2006	ELCORAZON DE	Haines Company, Inc.
	AMER RSTRNT	Haines Company, Inc.
1958	SLOANS DRY CLEANERS & LAUNDRY	Pacific Telephone

E 1st St

2335 E 1st St

Year	Uses	Source
2014	JARUG KANJANAVIJIT	EDR Digital Archive
	JARUG KANJANAVIJIT	EDR Digital Archive
2010	JARUG KANJANAVIJIT	EDR Digital Archive
	JARUG KANJANAVIJIT	EDR Digital Archive

E 1ST ST

2335 E 1ST ST

Year	Uses	Source
2006	MAJOR LIQUOR	Haines Company, Inc.

E 1st St

2400 E 1st St

Year	Uses	Source
2010	JESSCHEX CORPORATION	EDR Digital Archive
	JESSCHEX CORPORATION	EDR Digital Archive

E 1ST ST

2400 E 1ST ST

Year	Uses	Source
1967	Soto Drug Co	Pacific Telephone

Year	Uses	Source
1960	FEINEMAN W W CAPT USN LONG BEACH	Pacific Telephone
1958	Soto Drug Co	Pacific Telephone
1954	FEINEMAN W W CAPT USN	R. L. Polk & Co.
1950	FEINEMAN W W CAPT USN R	Pacific Telephone

2403 E 1ST ST

Year	Uses	Source
2006	LIBRERIA&	Haines Company, Inc.
	DISCOTECA	Haines Company, Inc.
	SONORA	Haines Company, Inc.
1967	Owl The	Pacific Telephone
1958	Owl The	Pacific Telephone

2404 E 1ST ST

Year	Uses	Source
1967	Abramson M MD Soto Medical Group	Pacific Telephone
	Abramson M Dr Soto Medical Group	Pacific Telephone
	Soto Medical Group	Pacific Telephone
	Soto Medical Group	Pacific Telephone
1964	SOTO MEDICAL GROUP	Pacific Telephone
	SOTO MEDICAL GROUP	Pacific Telephone
1960	SOTO MEDICAL GROUP	Pacific Telephone
	SOTO MEDICAL GROUP	Pacific Telephone
1958	Soto Medical Group	Pacific Telephone
	Abramson M DO Soto Medical Group	Pacific Telephone
	Abramson M Dr Soto Medical Group	Pacific Telephone
	Honigman Jas M Dr	Pacific Telephone
	Soto Medical Group	Pacific Telephone
1957	SOTO MEDICAL GROUP	Pacific Telephone
	SOTO MEDICAL GROUP	Pacific Telephone

E 1st St

2405 E 1st St

Year	Uses	Source
2014	EL TOCLOTE	EDR Digital Archive
	EL TOCLOTE	EDR Digital Archive
2010	EL TOCLOTE	EDR Digital Archive
	EL TOCLOTE	EDR Digital Archive

FINDINGS

E 1ST ST

2405 E 1ST ST

Year	Uses	Source
1967	EASTLAND EMPLOYMENT AGCY	Pacific Telephone
1958	Shindo Studio photgrphr	Pacific Telephone
1954	STILL LESLIE E MRS	R. L. Polk & Co.
1950	STILL LESLIE E MRS	Pacific Telephone

2407 E 1ST ST

Year	Uses	Source
2006	JIMENEZ Maria	Haines Company, Inc.
1967	Tsuboi Juichiro	Pacific Telephone

2408 E 1ST ST

Year	Uses	Source
1954	STILSON GEO D DRR	R. L. Polk & Co.
1950	STILSON GEO D DR R	Pacific Telephone

2409 E 1ST ST

Year	Uses	Source
2006	HARO Beatidz	Haines Company, Inc.
1967	Nakagawa C	Pacific Telephone
	Takamura Misue	Pacific Telephone
1958	Oka Don C	Pacific Telephone
	Takamura Misue	Pacific Telephone

2410 E 1ST ST

Year	Uses	Source
1958	A ONEBusiness Bookkeeping	Pacific Telephone
	Tamayo L J A 1 Business Bookkeeping	Pacific Telephone

2411 E 1ST ST

Year	Uses	Source
1967	Kawabe Kenji	Pacific Telephone
	Odanaka K Mrs	Pacific Telephone
1958	Kawabe Kenji	Pacific Telephone
	Thomason Wakako Mrs	Pacific Telephone

FINDINGS

2412 E 1ST ST

Year	Uses	Source
1964	CRAIL F W LONG BEACH	Pacific Telephone
1958	George Ned	Pacific Telephone
1954	CRAIL F W R	R. L. Polk & Co.
1950	CRAIL F W R	Pacific Telephone

2413 E 1ST ST

Year	Uses	Source
1960	COVERDALE KEITH MRS LONG BEACH	Pacific Telephone
1954	BARNES CREIGHTON D	R. L. Polk & Co.
1950	STUART MINDA F MRS R	Pacific Telephone

2415 E 1ST ST

Year	Uses	Source
2006	YOSHIKAZU KInjo	Haines Company, Inc.
1967	Kudow Shizuko Mrs	Pacific Telephone
	Kimura Sumi Mrs	Pacific Telephone
	Hamamoto Shimano Mrs	Pacific Telephone
1958	Matsunami Yuki Mrs	Pacific Telephone
	Ebina Motaoki	Pacific Telephone
1954	STUART C EDW	R. L. Polk & Co.

2416 E 1ST ST

Year	Uses	Source
2006	ALICIAS	Haines Company, Inc.
	BOUTIQUE&	Haines Company, Inc.
	CREATIONS	Haines Company, Inc.
	MORALES Marcela	Haines Company, Inc.
1967	FUKUYA TEA COOKIE MFRS	Pacific Telephone
1958	New York Rye Bakery Raskins N Y Rye Bakery	Pacific Telephone
	Raskin Bakery New York Rye	Pacific Telephone
	Raskins N Y Rye Barkery	Pacific Telephone

2417 E 1ST ST

Year	Uses	Source
2006	HIESHIMAYoshiko	Haines Company, Inc.
1967	Dobashi T	Pacific Telephone
	Hieshima Yolchi G	Pacific Telephone

Year	Uses	Source
1958	Hieshima Yoichi G	Pacific Telephone
	Dobashi T	Pacific Telephone

2418 E 1ST ST

Year	Uses	Source
1958	Raskin Emily	Pacific Telephone
	Raskin Anna Mrs	Pacific Telephone

2419 E 1ST ST

Year	Uses	Source
2006	AVON TRAINING	Haines Company, Inc.
	AVON PRODUCTS	Haines Company, Inc.
	CENTER	Haines Company, Inc.
1967	El Garricito Cafe	Pacific Telephone
1958	Armendarez Cindy	Pacific Telephone
	Acapulco Cafe	Pacific Telephone

2420 E 1ST ST

Year	Uses	Source
2006	ARTSERVICE&	Haines Company, Inc.
	CARPET CLEANING	Haines Company, Inc.
1967	East L A Gardeners Assn Inc	Pacific Telephone
1958	Rafu Sei Cho Ne Ie Inc	Pacific Telephone

2421 E 1ST ST

Year	Uses	Source
2006	APARTMENTS	Haines Company, Inc.
	CALBA Maria	Haines Company, Inc.
	CARRANZA Lubia	Haines Company, Inc.
	VIVARA Carolina	Haines Company, Inc.
	RAMIREZ Paricia	Haines Company, Inc.
	JIMENEZ Ruben	Haines Company, Inc.
	ESQUIVEL Anlonio	Haines Company, Inc.

2423 E 1ST ST

Year	Uses	Source
2006	LUPITASN	Haines Company, Inc.
1967	La Linterna Verde	Pacific Telephone
1958	Gomez Jack	Pacific Telephone

FINDINGS

2425 E 1ST ST

Year	Uses	Source
1954	GARDINER L D R	R. L. Polk & Co.
	GARDINER WJ MRSR	R. L. Polk & Co.
1950	GARDINER L DR	Pacific Telephone
	GARDLNER W J MRSR	Pacific Telephone

2426 E 1ST ST

Year	Uses	Source
1954	TAYLOR MARY MRS R	R. L. Polk & Co.
1950	TAYLOR MARY MRS R	Pacific Telephone

2427 E 1ST ST

Year	Uses	Source
2006	COELLO Jacklyn	Haines Company, Inc.
1967	Cruz Lilia H	Pacific Telephone
1958	Soza Carlos M	Pacific Telephone

2431 E 1ST ST

Year	Uses	Source
2006	PHFE LA BRIDGES	Haines Company, Inc.
1967	Salazar Gregorio	Pacific Telephone
1958	Salazar Gregorio	Pacific Telephone

2435 E 1ST ST

Year	Uses	Source
1954	BUCHHOLZ H R	R. L. Polk & Co.
1950	BUCHHOLZ H R	Pacific Telephone

2501 E 1ST ST

Year	Uses	Source
1954	SPITLER PAUL	R. L. Polk & Co.
1950	MURRAY HELYNA	Pacific Telephone

2505 E 1ST ST

Year	Uses	Source
1954	DESMOND WALTER JR ATTY	R. L. Polk & Co.
1950	DESMOND WALTER JRR	Pacific Telephone

2508 E 1ST ST

Year	Uses	Source
1980	VETERAN S OF FOREIGN WARS	Pacific Telephone

FINDINGS

2511 E 1ST ST

Year	Uses	Source
1954	L(NOWLES BEATRICE MRS	R. L. Polk & Co.
	BELL CLARENCE MRS	R. L. Polk & Co.
1950	BELL CLARENCE MRS	Pacific Telephone

2515 E 1ST ST

Year	Uses	Source
1960	FRISBEE THEODOSIA K LONG BEACH	Pacific Telephone
1954	SMITH LULU MASON	R. L. Polk & Co.
1950	MARSHALL ANNR	Pacific Telephone

2524 E 1ST ST

Year	Uses	Source
1954	TWEED ROBT M R	R. L. Polk & Co.
1950	TWEED ROBT M R	Pacific Telephone

2525 E 1ST ST

Year	Uses	Source
1954	GAINSBORO H R LT - - LTORI BCH LI9-5739	R. L. Polk & Co.
1950	GAINSBORO H R	Pacific Telephone

N SOTO

100 N SOTO

Year	Uses	Source
1986	L A LEGAL CENTER	Pacific Bell
1937	Binder Bros Max and Irving gas sta	Los Angeles Directory Co.
1933	Binder Bros Max and Irving gas sta	Los Angeles Directory Co.

105 N SOTO

Year	Uses	Source
1990	MORENO CIRA	Pacific Bell
1986	MORENO CIRA	Pacific Bell
1981	MORENO CIRA	Pacific Telephone
1942	LEWIS Herbt H Charlotte clk	Los Angeles Directory Co.
	LEWIS Sandra compt opr	Los Angeles Directory Co.
1937	Sigel Barrett serv sta atdt A Adler	Los Angeles Directory Co.
1933	Sigel Barret Rose gas sta	Los Angeles Directory Co.
	SEIGEL Barrett Rose Gas sta	Los Angeles Directory Co.

Year	Uses	Source
1929	JENKINS Harry Agnes ironwkr	Los Angeles Directory Co.
	Jenkins Agnes phone opr	Los Angeles Directory Co.
1924	Nulton Fredk real est h	Los Angeles Directory Co.
	MILLER Saml real est h	Los Angeles Directory Co.

108 N SOTO

Year	Uses	Source
1990	J & V SOUNDS	Pacific Bell
1986	PROFESSIONAL ATTORNEY SERVICE	Pacific Bell
	CENTRO LEGAL-LOS ANGELES	Pacific Bell
	L A LEGAL CENTER	Pacific Bell
	LOS ANGELES LEGAL CENTER	Pacific Bell
	CENTRO LEGAL LOS ANGELES	Pacific Bell
	CENTRO LEGAL	Pacific Bell
1981	EAST LOS ANGELES LEGAL CENTER	Pacific Telephone
	CENTRO LEGAL DEL ESTE DE LOS ANGELES	Pacific Telephone
1971	Latin American Ins Agency	Pacific Telephone
1967	Janes Beauty Solon	Pacific Telephone
1962	Janes Beauty Salon	Pacific Telephone
1924	Zigman Fernand slsmn Albt Zigman r	Los Angeles Directory Co.

109 N SOTO

Year	Uses	Source
1990	PEREZ MAXIMINA	Pacific Bell
1986	PEREZ MAXIMINA	Pacific Bell
1981	PEREZ MAXIMINA	Pacific Telephone
1967	Grossberg Sidney	Pacific Telephone
	Gonzales Luisa	Pacific Telephone
1962	Grossberg Sidney	Pacific Telephone
1942	Grossberg Sidney Fay slsmn	Los Angeles Directory Co.
	Janninck Hery G Eleanor C mach	Los Angeles Directory Co.
1937	Binder Henry	Los Angeles Directory Co.
	Binder Mollie Mrs	Los Angeles Directory Co.
1933	BINDER Mollie Mrs	Los Angeles Directory Co.
	BINDER Sally sten	Los Angeles Directory Co.
	BINDER Saml collr	Los Angeles Directory Co.
	Unickel Edw M Sally clk Bank of Am	Los Angeles Directory Co.
	BINDER Henry stem	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1929	BINDER Israel Mollie	Los Angeles Directory Co.
1924	BINDER Irving clk r	Los Angeles Directory Co.
	BINDER Israel r	Los Angeles Directory Co.

110 N SOTO

Year	Uses	Source
1990	J & S AUTO BODY	Pacific Bell
1986	J & S AUTO BODY	Pacific Bell
1981	JESSE AUTO BODY	Pacific Telephone
1971	Eastern Motors	Pacific Telephone
1967	PHOENIX GARAGE	Pacific Telephone
1962	Daves Motor Rebuilding	Pacific Telephone
1937	Sigal Morris auto repr	Los Angeles Directory Co.
1933	Edelstein Saml Minerva auto repr	Los Angeles Directory Co.
1929	Suprunuk & Youart Nich Suprunuk C R Youart auto reprs	Los Angeles Directory Co.

115 N SOTO

Year	Uses	Source
1990	PEREZ RAFAEL H	Pacific Bell
1986	MOLINA CECILIA M	Pacific Bell
	VASQUEZ MANUELA	Pacific Bell
1981	NARANJA MEYO	Pacific Telephone
	ESPINOZA MARIA C	Pacific Telephone
	LOVDAHL LINDA	Pacific Telephone
1971	Barragan Efren L	Pacific Telephone
	Carlos Eduardo L	Pacific Telephone
	Iriarte Reynoldo	Pacific Telephone
	Landeros Ramon	Pacific Telephone
1967	Delgado Catalina S	Pacific Telephone
	Rosenfeld Mary	Pacific Telephone
	Saltzman Sarah	Pacific Telephone
1962	Detroit Apts	Pacific Telephone
	Rosenfeld Mary	Pacific Telephone
	Saltzman Sarah	Pacific Telephone
1942	BERNSTEIN Phillip H Eather clo clnr	Los Angeles Directory Co.
	CLARK Hyman slsmn Harry Goldstein	Los Angeles Directory Co.
	CLARK Shirley Mrs	Los Angeles Directory Co.
	COHEN Bernice	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1942	Dachman Esther Mrs mgr Detroit Apts	Los Angeles Directory Co.
	Dachman Max Esther slsmn	Los Angeles Directory Co.
	Detroit Apartments	Los Angeles Directory Co.
	Dubner Nathan W Mary	Los Angeles Directory Co.
	Eoff H V	Los Angeles Directory Co.
	FREIDMAN Henry slsmn	Los Angeles Directory Co.
	FRIEDMAN Harris Anna shoe repr	Los Angeles Directory Co.
	Gersh Frieda Mrs poultry	Los Angeles Directory Co.
	Gerskovitz Benj clk	Los Angeles Directory Co.
	LAWS Wm W	Los Angeles Directory Co.
	LEVY Albt I Fay notions	Los Angeles Directory Co.
	LEVY Jack Faye	Los Angeles Directory Co.
	Moses Harry Clara clo clnr	Los Angeles Directory Co.
	Rosen Harry slsmn	Los Angeles Directory Co.
	ROSENFELD Diana beauty opr	Los Angeles Directory Co.
	ROSENFELD Eug driver	Los Angeles Directory Co.
	ROSENFELD Isabel wid Saml	Los Angeles Directory Co.
	Rudan Geo T sta atdt	Los Angeles Directory Co.
	Samolovitz Benj	Los Angeles Directory Co.
	Schiff Eug slsmn	Los Angeles Directory Co.
	Schiff Henry L Lee jan	Los Angeles Directory Co.
	SCHWARTZ Benj Bernice	Los Angeles Directory Co.
	SCHWARTZ Bernice bndry wkr	Los Angeles Directory Co.
	STEIN Wm cigars	Los Angeles Directory Co.
	VICTOR Hattie Mrs	Los Angeles Directory Co.
1937	BENJAMIN Frank tailor	Los Angeles Directory Co.
	Brownstein Fanny	Los Angeles Directory Co.
	Detroit Apartments	Los Angeles Directory Co.
	FINKLE Philip D Edna office mgr Am Merchandise Co	Los Angeles Directory Co.
	Frank Benj	Los Angeles Directory Co.
	FRANKLIN Ernest Theresa	Los Angeles Directory Co.
	Hart Arth Marcelette	Los Angeles Directory Co.
	Kornblatt Herbt Jean clk	Los Angeles Directory Co.
	Kornblatt Jean Mrs mgr Detroit Apts	Los Angeles Directory Co.
	Lertzman Nathan	Los Angeles Directory Co.
	LEVY Ethel Mrs	Los Angeles Directory Co.
	MANDELL Hymen Jennie	Los Angeles Directory Co.
	MARKS Edw Eva clk	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1937	Mend Nathan meats	Los Angeles Directory Co.
1933	COOPER Louis Esther tailor	Los Angeles Directory Co.
	Eisin Chas mach opr	Los Angeles Directory Co.
	GREENBERG Isaac furn	Los Angeles Directory Co.
	Saltzman Abr Nettie ins agt	Los Angeles Directory Co.
1929	MARX Abr Bessie shoes	Los Angeles Directory Co.
	Nathanson David Eva printer	Los Angeles Directory Co.
	r	Los Angeles Directory Co.
	Rosenbaum Bernard Minnie novelty hat mfr	Los Angeles Directory Co.
	Rosenbaum Jos h	Los Angeles Directory Co.
	Skler Abr Beatrice carp h	Los Angeles Directory Co.
	Yacht Charlotte slsldy r	Los Angeles Directory Co.
	Yacht Rose Mrs h	Los Angeles Directory Co.
	Blanc Sol Bessie auctioneer	Los Angeles Directory Co.
	Burdman Harry	Los Angeles Directory Co.
	Burdman Irving surv Co Road Dept	Los Angeles Directory Co.
	Detroit Apartments	Los Angeles Directory Co.
	Epstein Barney	Los Angeles Directory Co.
	FRANKEL Harry S Clk	Los Angeles Directory Co.
	FRANKEL Lena Mrs	Los Angeles Directory Co.
	Gittelson Morris Pearl jwlr	Los Angeles Directory Co.
	GREENBERG Isaac Sophia apts	Los Angeles Directory Co.
	Grundy Louis Helen slsmn	Los Angeles Directory Co.
	Koploy Seibig	Los Angeles Directory Co.
	Lindenbaum Abr Jennie carp	Los Angeles Directory Co.
	Zeidler Sol Zeidler Bros r	Los Angeles Directory Co.
1924	COHN Bennie Pacific Coast Notion Co r	Los Angeles Directory Co.
	RUBENSTEIN Max Los Angeles Junk Co h	Los Angeles Directory Co.

116 N SOTO

Year	Uses	Source
1990	OROZCO LEONARDO	Pacific Bell
1967	Lopez Flora	Pacific Telephone
1942	GREENBERG Benj Sarah	Los Angeles Directory Co.
1937	Buchalter Wm Annie driver	Los Angeles Directory Co.
1929	KLEIN Betsy Mrs	Los Angeles Directory Co.
1924	WOLF Rawrman tailor h	Los Angeles Directory Co.

FINDINGS

121 N SOTO

Year	Uses	Source
1990	PEDROSA LURDES	Pacific Bell
1986	LEON IMELDA	Pacific Bell
1981	GARCIA PASCUAL R	Pacific Telephone
1971	Perez Victoria	Pacific Telephone
1967	Araujo Felix	Pacific Telephone
1942	FEDER Paul Celia clk	Los Angeles Directory Co.
	Giblin Victor H Marguerite elev opr	Los Angeles Directory Co.
1937	AARON Abr bartndr	Los Angeles Directory Co.
	Dietch M Israel Nessie cattle buyer	Los Angeles Directory Co.
	Grant Abr Minnie cbtmkr	Los Angeles Directory Co.
1929	Budian Eli Sarah clo clnr	Los Angeles Directory Co.
	Weisberg Isaders h	Los Angeles Directory Co.
	Weisberg Jack slsmn r	Los Angeles Directory Co.
	Weisberg Myer plmbr r	Los Angeles Directory Co.
	Weisberg Sylvia slsldy r	Los Angeles Directory Co.
1924	h	Los Angeles Directory Co.

103 1/2 N SOTO

Year	Uses	Source
1981	ZAVALA RAYMUNDO G	Pacific Telephone

116 1/2 N SOTO

Year	Uses	Source
1990	OROZCO LEONARDO	Pacific Bell

118 1/4 N SOTO

Year	Uses	Source
1986	RUBIO MARIA	Pacific Bell
1981	RUBIO MARIA	Pacific Telephone

N SOTO ST

103 N SOTO ST

Year	Uses	Source
1958	Nunez Danl M	Pacific Telephone

108 N SOTO ST

Year	Uses	Source
2006	GONZALEZJose	Haines Company, Inc.

FINDINGS

Year	Uses	Source
2006	Guadalupe	Haines Company, Inc.
	GONZALES	Haines Company, Inc.
	ALVAREZ Maria	Haines Company, Inc.
	APARTMENTS	Haines Company, Inc.
	REYESTeresa	Haines Company, Inc.
	MEZASanuel	Haines Company, Inc.
	I	Haines Company, Inc.
1976	General Business	Pacific Telephone
1958	Janes Beauty Salon	Pacific Telephone

109 N SOTO ST

Year	Uses	Source
2006	CAPILLAHecior	Haines Company, Inc.
1958	Grossberg Sidney	Pacific Telephone

110 N SOTO ST

Year	Uses	Source
2006	A & B AUTO BODY	Haines Company, Inc.
1976	Madrigal Auto Service	Pacific Telephone
1958	Soto Body & Fender Shop	Pacific Telephone
	Marvin Builders	Pacific Telephone
	Joes Upholstery Serv	Pacific Telephone

111 N SOTO ST

Year	Uses	Source
1958	Frescas Anna O	Pacific Telephone

115 N SOTO ST

Year	Uses	Source
2006	APARTMENTS	Haines Company, Inc.
	DIAZRuth	Haines Company, Inc.
	HERNANDEZ Maia	Haines Company, Inc.
	HIGUERAConsuelo	Haines Company, Inc.
	LUCERO Martha	Haines Company, Inc.
	MENDEZEulogia	Haines Company, Inc.
	SANCHEZ Raul	Haines Company, Inc.
	VIRGEN George	Haines Company, Inc.
1976	Ayala Jesus	Pacific Telephone
	Ayala Victor	Pacific Telephone
	Castrellon Yolanda	Pacific Telephone

Year	Uses	Source
1976	Gonzalez Roberto	Pacific Telephone
	Mendez Lydia	Pacific Telephone
	Navar Maria	Pacific Telephone
	Rodriguez Miguel	Pacific Telephone
	Villasenor Roberto	Pacific Telephone
1958	Detroit Apts	Pacific Telephone
	Rosenfeld Mary	Pacific Telephone
	Saltzman Sarah	Pacific Telephone

116 N SOTO ST

Year	Uses	Source
2006	CASTROAonso	Haines Company, Inc.
	HIDALGO Eusaeblo	Haines Company, Inc.
1958	Miyashiro Wm S	Pacific Telephone

118 N SOTO ST

Year	Uses	Source
2006	HERNANDEZ Roberto	Haines Company, Inc.
	LOPES Nidia	Haines Company, Inc.
1958	Camargo Tony	Pacific Telephone
	Luna Guadalupe	Pacific Telephone

121 N SOTO ST

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
1958	Feder Paul	Pacific Telephone

S Breed St

126 S Breed St

Year	Uses	Source
2010	AVON DISTRIBUTOR	EDR Digital Archive
	AVON DISTRIBUTOR	EDR Digital Archive

130 S Breed St

Year	Uses	Source
2014	MANUEL OLIVARES FLOR	EDR Digital Archive
	MANUEL OLIVARES FLOR	EDR Digital Archive

S SOTO

110 S SOTO

Year	Uses	Source
1990	CARRILLO ACELA	Pacific Bell
	CERVANTES MARTIN SANDOVAL	Pacific Bell
	DEL REAL HOTEL	Pacific Bell
1986	CERVANTES MARTIN SANDOVAL	Pacific Bell
	HERNANDEZ ZENAIDA	Pacific Bell
	LEON CONRADO M	Pacific Bell
1981	BENITEZ JOSE	Pacific Telephone
	RODRIGUES MARIA	Pacific Telephone
1971	Alvarez Sabina	Pacific Telephone
	Espinoza Aurora	Pacific Telephone
	Haich Steve S	Pacific Telephone
	Telles Thos	Pacific Telephone
1967	Espinoza Aurora	Pacific Telephone
	Haich Steve S	Pacific Telephone
	Telles Thos	Pacific Telephone
1942	Adler Anna	Los Angeles Directory Co.
	Collinger Martin	Los Angeles Directory Co.
	Collinger Sarah	Los Angeles Directory Co.
	CONLEY Neva mgr Wisconsin Apts	Los Angeles Directory Co.
	Kersner Albt clk	Los Angeles Directory Co.
	Mandelbaum Isaac	Los Angeles Directory Co.
	PERRY Harry S tailor	Los Angeles Directory Co.
	RICE Richd M	Los Angeles Directory Co.
	RUBIN Dora	Los Angeles Directory Co.
	Schlamovitch Jacob	Los Angeles Directory Co.
	SMITH Mary S	Los Angeles Directory Co.
	Wisconsin Apartments	Los Angeles Directory Co.
1937	HOROWITZ H	Los Angeles Directory Co.
	JAMESON Anna wid Isadore	Los Angeles Directory Co.
	Mc VAY Flora nurse	Los Angeles Directory Co.
	Nadaner Paul G dental techn	Los Angeles Directory Co.
	Purvis John Mary	Los Angeles Directory Co.
	Schnell Eliz	Los Angeles Directory Co.
	SMITH Mary S wid Lucius	Los Angeles Directory Co.
1933	Lawrence Flora	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1933	Mincer Mary Mrs	Los Angeles Directory Co.
	RESNICK Vera Mrs	Los Angeles Directory Co.
	RICHARDSON Jesse B Mae L metermn LAG & Corp	Los Angeles Directory Co.
	SCHNEIDER Maurice Molly baker	Los Angeles Directory Co.
	Schnell Eliz clk	Los Angeles Directory Co.
	Skavinsky Rachel Mrs	Los Angeles Directory Co.
	SMITH Mary S wid Lucius	Los Angeles Directory Co.
	SUTTON Ryoy	Los Angeles Directory Co.
	WARREN Rubye Mrs clk	Los Angeles Directory Co.
1929	BROWN Helen	Los Angeles Directory Co.
	CHASE Jack Mae chauf	Los Angeles Directory Co.
	DANIELS Mary E missionary	Los Angeles Directory Co.
	Laubach Fred Bernice jan	Los Angeles Directory Co.
	Sauerwein Ida wid Christ r	Los Angeles Directory Co.
	Schnell Eliz slsldy r	Los Angeles Directory Co.
	Schnell Ernest r	Los Angeles Directory Co.
	Skavlen Rachel Mre r	Los Angeles Directory Co.
	SMITH Mary S wid Lucius apts	Los Angeles Directory Co.
	Wisconsin Apartments	Los Angeles Directory Co.
1924	GARDINER Alberta telep opr h	Los Angeles Directory Co.
	GARDINER Minnie r	Los Angeles Directory Co.
	KAUFMAN Max driver r	Los Angeles Directory Co.
	Lavagnini Peter J firemn L A F D h	Los Angeles Directory Co.
	PETERMAN Curtin firemn h	Los Angeles Directory Co.
	PIERCE Rose seam h	Los Angeles Directory Co.
	Sauerwein Ida wid C C h	Los Angeles Directory Co.
	SCHNELL Ernest h	Los Angeles Directory Co.
	SHERWOOD Namanee tchr r	Los Angeles Directory Co.
	SMITH Mary S wid Lucius apt	Los Angeles Directory Co.
	Wisconsin Apartments	Los Angeles Directory Co.

111 S SOTO

Year	Uses	Source
1990	BECERRA GAS STATION	Pacific Bell
	GUADALAJARA AUTO SALES	Pacific Bell
	GUADALAJARA AUTO SALES	Pacific Bell
1986	GUADALAJARA AUTO SALES	Pacific Bell
	BECERRA GAS STATION	Pacific Bell

Year	Uses	Source
1981	GULF OIL SERVICE STNS	Pacific Telephone
1967	GULF OIL SERV S TNS Contd Los Angeles Contd	Pacific Telephone
1962	Soto Gas Stn Inc	Pacific Telephone

114 S SOTO

Year	Uses	Source
1990	TORRES JOE L JR	Pacific Bell
1986	TORRES JOE L JR	Pacific Bell
1981	TORRES JOE L JR	Pacific Telephone
1942	Guerrero Julio C eng clnr UPRR Co	Los Angeles Directory Co.
	Juantills Eug Lupe	Los Angeles Directory Co.
	Keilson Shirley restrwkr	Los Angeles Directory Co.
	Lucas Andw Marie	Los Angeles Directory Co.
	Mejia Bernard Connie barber	Los Angeles Directory Co.
	GOLDBERG Danl Fern bkpr	Los Angeles Directory Co.
1937	Orlijan Saml clo clnr	Los Angeles Directory Co.
	Orlijan Fanchon slswn	Los Angeles Directory Co.
	Orlijan Annie wid Henry	Los Angeles Directory Co.
	Grosse Shirley restrwkr	Los Angeles Directory Co.
	Grosse Rachel	Los Angeles Directory Co.
	Grosse Alf	Los Angeles Directory Co.
	Grosse Clara wid Edw	Los Angeles Directory Co.
1933	Estrada Cruz clk	Los Angeles Directory Co.
	Jaloff Bernie tailor	Los Angeles Directory Co.
	Orlijan Henry Annie	Los Angeles Directory Co.
	Orlijan Saml J clo clnr	Los Angeles Directory Co.
1929	Orlijan Henry Annie	Los Angeles Directory Co.
	Orlijan Saml J slsmn Am Dye Wks	Los Angeles Directory Co.
	Riso Deloras r	Los Angeles Directory Co.
1924	Gershon Gladys G steno r	Los Angeles Directory Co.
	Gershon Mary slswmn r	Los Angeles Directory Co.
	Orijan Sami tailor r	Los Angeles Directory Co.
	h	Los Angeles Directory Co.

118 S SOTO

Year	Uses	Source
1990	SATO JACK	Pacific Bell
1986	SATO JACK	Pacific Bell

Year	Uses	Source
1981	SATO JACK	Pacific Telephone
1971	Sato Jack	Pacific Telephone
1967	Sato Jack	Pacific Telephone
1962	Sato Jack	Pacific Telephone
1942	Otani Ai phys	Los Angeles Directory Co.
1933	Cardiel Marcus Mary lab	Los Angeles Directory Co.
	Otani Ai phys	Los Angeles Directory Co.
1929	Otani Al phys	Los Angeles Directory Co.
	Otani Toyouro Ai	Los Angeles Directory Co.
1924	Ottani Toyodiro h	Los Angeles Directory Co.
	Otani T commission merchant h	Los Angeles Directory Co.

124 S SOTO

Year	Uses	Source
1990	KAWAMOTO JACK K	Pacific Bell
1986	KAWAMOTO JACK K	Pacific Bell
1981	KAWAMOTO JACK K	Pacific Telephone
1971	Komuro S	Pacific Telephone
1967	Komuro S	Pacific Telephone
1962	Komuro S	Pacific Telephone
1942	Inouye Gungo Kane	Los Angeles Directory Co.
	Inouye Seiichi	Los Angeles Directory Co.
1937	Gold Harry Eva slsmn G A Michel Co	Los Angeles Directory Co.
1933	SCHULTZ David	Los Angeles Directory Co.
1929	GOLD Harry Eva	Los Angeles Directory Co.
1924	EVERETT Wm L mech h	Los Angeles Directory Co.
	Koplan Max slsmn Isaac Grumantel r	Los Angeles Directory Co.

125 S SOTO

Year	Uses	Source
1986	MATSUMOTO MASAMI	Pacific Bell
1981	MATSUMOTO MASAMI	Pacific Telephone
1971	Romero Joe E	Pacific Telephone
	Matsumoto Masami	Pacific Telephone
1967	Matsumoto Masami	Pacific Telephone
1942	Nakano Ernest Shizue	Los Angeles Directory Co.
	Sato Iwanosuke Seiko	Los Angeles Directory Co.
1937	Sato Fumiko	Los Angeles Directory Co.
	Sato Iwanosuke Seiko fruits	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1937	Sato Yoshiye	Los Angeles Directory Co.
	Nakano Sadao Shizue	Los Angeles Directory Co.
1924	HENRY Josephine r	Los Angeles Directory Co.
	HENRY Hugh H h	Los Angeles Directory Co.
	Haenel Wm painter	Los Angeles Directory Co.
	Haenel Florence milliner r	Los Angeles Directory Co.
	Haenel Carrie r	Los Angeles Directory Co.

129 S SOTO

Year	Uses	Source
1990	FLORES ELIZABETH	Pacific Bell
1942	Miyasaki Shinzo Mitsue driver	Los Angeles Directory Co.
1937	Itokawa T Nui window trmr Hori Bros	Los Angeles Directory Co.
1929	BERNSTEIN David tailor	Los Angeles Directory Co.
1924	LYON Marjorie r	Los Angeles Directory Co.
	LYON Fred H collr L A Gas & Elec Corp h	Los Angeles Directory Co.

131 S SOTO

Year	Uses	Source
1986	NAGAI TSUNEKO	Pacific Bell
1981	NAGAI TSUNEKO	Pacific Telephone
1971	Nagai Masaichiro	Pacific Telephone
1967	Nagai Masaichiro	Pacific Telephone
1962	Nagai Masaichiro	Pacific Telephone
1942	Okuda Himgro ki	Los Angeles Directory Co.
1937	Kirkman Wm J	Los Angeles Directory Co.
	Kirkman Wm J jr clk	Los Angeles Directory Co.
	Styling Albt R locksmith	Los Angeles Directory Co.
1933	Eppel Anna wid Valentine	Los Angeles Directory Co.
	Kirkman Wm J Mary S slsmn	Los Angeles Directory Co.
	Osick Siek Alvina M sten	Los Angeles Directory Co.
	Osick Paul	Los Angeles Directory Co.
1929	Osgood Chas firemn	Los Angeles Directory Co.
	Osiek Alvina coll	Los Angeles Directory Co.
	Osiek Anna nurse	Los Angeles Directory Co.
	WOLFSON Morris musician r	Los Angeles Directory Co.
1924	Bondurant Clarence A h	Los Angeles Directory Co.
	Bondurant Ella r	Los Angeles Directory Co.
	Osgood Chas B hostler r	Los Angeles Directory Co.

Year	Uses	Source
1924	OSGOOD Mary A r	Los Angeles Directory Co.
	Vandurand Patk clk h	Los Angeles Directory Co.

134 S SOTO

Year	Uses	Source
1990	HERRERA JOSE	Pacific Bell
1971	Ando Tomokichi	Pacific Telephone
1967	Ando Tomokichl	Pacific Telephone
	Hashimoto Saburo	Pacific Telephone
1962	Hashimoto Saburo	Pacific Telephone
1942	Yamamoto Lawrence Helen slsmn	Los Angeles Directory Co.
	Zuckerman Harry printer	Los Angeles Directory Co.
1937	FLEISHER Reuben Ray cooper	Los Angeles Directory Co.
1933	Part Frank	Los Angeles Directory Co.
	Zuckerman Harry Bessie printer	Los Angeles Directory Co.
	Zuckerman Reva smstrs	Los Angeles Directory Co.
1929	PEARLMAN Fannie mlnr	Los Angeles Directory Co.
	PEARLMAN Louis Gussie Pearle Cloak Suit Co	Los Angeles Directory Co.
	STERN Wolf Anna pntr h	Los Angeles Directory Co.

135 S SOTO

Year	Uses	Source
1981	MONTES ROSO HARRIS	Pacific Telephone
1967	Valadez Jose	Pacific Telephone
1962	Valadez Jose	Pacific Telephone
1942	Horin Lawrence H Henrietta meatctr	Los Angeles Directory Co.
	Horinchi Lawrance H jr clk	Los Angeles Directory Co.
1937	Lean Jas Rose	Los Angeles Directory Co.
1933	Leborits Baruch Lea rabbi	Los Angeles Directory Co.
1929	Margules Saml Yetta carp	Los Angeles Directory Co.
1924	Madden Leona r	Los Angeles Directory Co.
	Madden Leo A clk h	Los Angeles Directory Co.

136 S SOTO

Year	Uses	Source
1986	GONZALEZ GUADALUPE M	Pacific Bell
1981	ABE YOSHIKI	Pacific Telephone
1971	Murata Edw	Pacific Telephone
1967	Murata Y	Pacific Telephone

Year	Uses	Source
1962	Murata Y	Pacific Telephone
1942	Zuckerman Anne	Los Angeles Directory Co.
	ZUCKERMAN Rose sten Pac Music Supp Co	Los Angeles Directory Co.
1937	Zuckerman Anna wid Louis	Los Angeles Directory Co.
	ZUCKERMAN Harry Bessie printer	Los Angeles Directory Co.
1933	Galperin E L ins agt	Los Angeles Directory Co.
	Zuckerman Louis Anna	Los Angeles Directory Co.
1929	h	Los Angeles Directory Co.
	Zuckerman Harry printer	Los Angeles Directory Co.
1924	r	Los Angeles Directory Co.

140 S SOTO

Year	Uses	Source
1990	VERDUZCO MANUEL	Pacific Bell
1971	Yoneyama K	Pacific Telephone
1967	Yoneyama K	Pacific Telephone
1962	Yoneyama K	Pacific Telephone
1942	Chipron Amelia L	Los Angeles Directory Co.
	Chipron Constance E	Los Angeles Directory Co.
	ANDERSON Hedwig	Los Angeles Directory Co.
1937	Chipron Amelia L	Los Angeles Directory Co.
	Chipron Constance E	Los Angeles Directory Co.
1933	Chipron Amelia L	Los Angeles Directory Co.
	Chipron Constance E clk	Los Angeles Directory Co.
1929	Chipron Emilia	Los Angeles Directory Co.
	Chipron Constance E with Blake Moffitt & Towne	Los Angeles Directory Co.
1924	Chipron Amelia E r	Los Angeles Directory Co.
	Chipron Constance clk h	Los Angeles Directory Co.

141 S SOTO

Year	Uses	Source
1981	MENDOZA LUPE	Pacific Telephone
1971	Mendoza Lupe	Pacific Telephone
1967	Mendoza Lupe	Pacific Telephone
1962	Saskin I	Pacific Telephone
1942	Styling Albt R Dora locksmth	Los Angeles Directory Co.
	Saskin Isadore Fannie clo clnr	Los Angeles Directory Co.
1937	Saskin Isadore Fannie clo clnr	Los Angeles Directory Co.

Year	Uses	Source
1933	Styling Albt L locksmith	Los Angeles Directory Co.
	Saskin Jacob slsmn	Los Angeles Directory Co.
	Saskin Isadore Fannie clo clnr	Los Angeles Directory Co.
1929	Styling Albt R Dora locksmth	Los Angeles Directory Co.
	h	Los Angeles Directory Co.
	Saskin Isadore Fannie clo clnr	Los Angeles Directory Co.
	h	Los Angeles Directory Co.
1924	Styling Dora r	Los Angeles Directory Co.
	Styling Albt carp r	Los Angeles Directory Co.
	STEINBERG Lena r	Los Angeles Directory Co.
	Saskin Isidor clo clnr h	Los Angeles Directory Co.
	Saskin Fanny r	Los Angeles Directory Co.
	Rogat A fur wkr r	Los Angeles Directory Co.

113 1/2 S SOTO

Year	Uses	Source
1990	BECERRA ANGEL	Pacific Bell

114 1/2 S SOTO

Year	Uses	Source
1990	SALAS RICARDO	Pacific Bell

125 1/2 S SOTO

Year	Uses	Source
1990	FLORES MAURICIO	Pacific Bell

135 1/2 S SOTO

Year	Uses	Source
1990	RAMIREZ TERESA	Pacific Bell

S SOTO AVE

134 S SOTO AVE

Year	Uses	Source
1986	HERRERA JOSE	Pacific Bell

S Soto St

102 S Soto St

Year	Uses	Source
2010	RAMOS NEWS STAND	EDR Digital Archive

Year	Uses	Source
2010	RAMOS NEWS STAND	EDR Digital Archive

S SOTO ST

102 S SOTO ST

Year	Uses	Source
2006	RAMOS NEWSTAND	Haines Company, Inc.

110 S SOTO ST

Year	Uses	Source
2006	Cecilia E	Haines Company, Inc.
	VALENZUJELABlanca	Haines Company, Inc.
	BELTRAN Infanle	Haines Company, Inc.
1976	Sato Jack	Pacific Telephone
	Sato Jack	Pacific Telephone
	Moreno Cira	Pacific Telephone
	Estrada Sotero	Pacific Telephone
1958	Zienner Emanuel E	Pacific Telephone
	Baum Zelda	Pacific Telephone

111 S SOTO ST

Year	Uses	Source
1976	GULF OIL SERVICE STNS Los Angeles	Pacific Telephone

113 S SOTO ST

Year	Uses	Source
2006	BECERRAAngel	Haines Company, Inc.
1976	Lizama Jorge	Pacific Telephone
1958	Shimamura Toma	Pacific Telephone

114 S SOTO ST

Year	Uses	Source
2006	TORRES Joe	Haines Company, Inc.
	SANCHEZNabor	Haines Company, Inc.
	Bemardo	Haines Company, Inc.
	RODRIGUEZ	Haines Company, Inc.
1958	Torres Marguerite V	Pacific Telephone
	Guillen Alice	Pacific Telephone

FINDINGS

118 S SOTO ST

Year	Uses	Source
2006	SATO Jack	Haines Company, Inc.

123 S SOTO ST

Year	Uses	Source
2006	GARCIA Marda	Haines Company, Inc.
1976	Okamoto Tsuyoshi	Pacific Telephone
1958	Brengartner Clara Mrs	Pacific Telephone

S Soto St

124 S Soto St

Year	Uses	Source
2014	PAR TEN CONSTRUCTION CO LLC	EDR Digital Archive
	PAR TEN CONSTRUCTION CO LLC	EDR Digital Archive
2010	PAR TEN CONSTRUCTION CO LLC	EDR Digital Archive
	PAR TEN CONSTRUCTION CO LLC	EDR Digital Archive

S SOTO ST

124 S SOTO ST

Year	Uses	Source
2006	KAWAMOTO Jack K	Haines Company, Inc.
	SATO Kay	Haines Company, Inc.
1976	Komuro S	Pacific Telephone
1958	Komuro S	Pacific Telephone

125 S SOTO ST

Year	Uses	Source
2006	OOO	Haines Company, Inc.
1976	Matsumoto Masami	Pacific Telephone
1958	Sekiguchi Edgar Y	Pacific Telephone
	Kayano Yasumasa	Pacific Telephone
	Kayano Tsugiko	Pacific Telephone

127 S SOTO ST

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
1958	Hrynluk Lidia	Pacific Telephone

FINDINGS

129 S SOTO ST

Year	Uses	Source
2006	DIAZ Jose	Haines Company, Inc.

130 S SOTO ST

Year	Uses	Source
2006	GARCIA Erika	Haines Company, Inc.
1976	Luna Paulina Cruz	Pacific Telephone
1958	Rodriguez Florencio A	Pacific Telephone
	Luna Pablo	Pacific Telephone

131 S SOTO ST

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
1958	Nagai Dick	Pacific Telephone

134 S SOTO ST

Year	Uses	Source
2006	PEREZ Bonifacio	Haines Company, Inc.
	RODRIGUEZ Jose	Haines Company, Inc.
1976	Ando Tomokichi	Pacific Telephone
1958	Numata Julius	Pacific Telephone

S Soto St

135 S Soto St

Year	Uses	Source
2014	SANCHEZ FREIGHT CORP	EDR Digital Archive
	DICHSAN INC	EDR Digital Archive
	SANCHEZ FREIGHT CORP	EDR Digital Archive
	DICHSAN INC	EDR Digital Archive
2010	SANCHEZ FREIGHT CORP	EDR Digital Archive
	DICHSAN INC	EDR Digital Archive
	DICHSAN INC	EDR Digital Archive
	SANCHEZ FREIGHT CORP	EDR Digital Archive

S SOTO ST

135 S SOTO ST

Year	Uses	Source
2006	SANCHEZ Norberto	Haines Company, Inc.

Year	Uses	Source
1958	Valadez Jose	Pacific Telephone

136 S SOTO ST

Year	Uses	Source
2006	VELASQUEZL	Haines Company, Inc.
	DIOSDADO Jose Luis	Haines Company, Inc.
	Margarita	Haines Company, Inc.
1976	Abe Yoshiki	Pacific Telephone
1958	Murata Y	Pacific Telephone

137 S SOTO ST

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
1958	Hashimoto Saburo	Pacific Telephone

139 S SOTO ST

Year	Uses	Source
1958	Shirota Kanichiro	Pacific Telephone

140 S SOTO ST

Year	Uses	Source
2006	FERRELL Jeff	Haines Company, Inc.
	CARMONAKachdrne	Haines Company, Inc.
1976	Yoneyama K	Pacific Telephone
1958	Yoneyama T	Pacific Telephone

141 S SOTO ST

Year	Uses	Source
2006	a VELOZ Ramimo	Haines Company, Inc.
1976	Mendoza Lupe	Pacific Telephone
1958	Saskin I	Pacific Telephone

145 S SOTO ST

Year	Uses	Source
2006	MARTINEZE	Haines Company, Inc.

171 S SOTO ST

Year	Uses	Source
1976	Forcht Carl E	Pacific Telephone

FINDINGS

SOTO ST N

103 SOTO ST N

Year	Uses	Source
1951	N Soto Recabaren Jas E r	Pacific Telephone & Telegraph Co.
	N Soto Guyer Jack r	Pacific Telephone & Telegraph Co.

105 SOTO ST N

Year	Uses	Source
1951	N Soto Cohen Sam r	Pacific Telephone & Telegraph Co.

107 SOTO ST N

Year	Uses	Source
1951	N Soto Cohen Lillian Mrs r	Pacific Telephone & Telegraph Co.

109 SOTO ST N

Year	Uses	Source
1951	N Soto Grossberg Sidney r	Pacific Telephone & Telegraph Co.

110 SOTO ST N

Year	Uses	Source
1951	N Soto Soto Const Corp	Pacific Telephone & Telegraph Co.
	N Soto Soto Const Corp	Pacific Telephone & Telegraph Co.
	N Soto Mark Const Co	Pacific Telephone & Telegraph Co.
	N Soto Industrial Roofing Co	Pacific Telephone & Telegraph Co.

115 SOTO ST N

Year	Uses	Source
1951	N Soto Detroit Apts	Pacific Telephone & Telegraph Co.
	Serlin Fay r	Pacific Telephone & Telegraph Co.
	Saltzman Sarah r	Pacific Telephone & Telegraph Co.
	Shaiken Sophie r	Pacific Telephone & Telegraph Co.

116 SOTO ST N

Year	Uses	Source
1951	N Soto Waldorf Tillie r	Pacific Telephone & Telegraph Co.

118 SOTO ST N

Year	Uses	Source
1951	N Soto Rubenstein Morris r	Pacific Telephone & Telegraph Co.
	N Soto Boretz Morris r	Pacific Telephone & Telegraph Co.

FINDINGS

121 SOTO ST N

Year	Uses	Source
1951	N Soto Feder Paul r	Pacific Telephone & Telegraph Co.
	N Soto Godnick Harry L r	Pacific Telephone & Telegraph Co.

122 SOTO ST N

Year	Uses	Source
1951	N Soto Schwartz Simon L Rabbi r	Pacific Telephone & Telegraph Co.

124 SOTO ST N

Year	Uses	Source
1951	N Soto Rudolph Anna Mrs r	Pacific Telephone & Telegraph Co.

125 SOTO ST N

Year	Uses	Source
1951	N Soto Krasnow Jacob r	Pacific Telephone & Telegraph Co.

127 SOTO ST N

Year	Uses	Source
1951	N Soto Ruben Eva Mrs r	Pacific Telephone & Telegraph Co.
	N Soto Gaona Eloisa	Pacific Telephone & Telegraph Co.

129 SOTO ST N

Year	Uses	Source
1951	N Soto Baum Zelda r	Pacific Telephone & Telegraph Co.

131 SOTO ST N

Year	Uses	Source
1951	N Soto Newman M Mrs r	Pacific Telephone & Telegraph Co.

132 SOTO ST N

Year	Uses	Source
1951	N Soto Hittelman Max r	Pacific Telephone & Telegraph Co.
	N Soto Hittelman Jos MD	Pacific Telephone & Telegraph Co.

134 SOTO ST N

Year	Uses	Source
1951	N Soto Baron Beatrice r	Pacific Telephone & Telegraph Co.
	N Soto London Sidney r	Pacific Telephone & Telegraph Co.

FINDINGS

137 SOTO ST N

Year	Uses	Source
1951	N Soto Hiller Max r	Pacific Telephone & Telegraph Co.

138 SOTO ST N

Year	Uses	Source
1951	Goldmintz Henry r	Pacific Telephone & Telegraph Co.
	Alpert Mary Mrs r	Pacific Telephone & Telegraph Co.
	Minster Irving	Pacific Telephone & Telegraph Co.
	N Soto Drumonds Bob r	Pacific Telephone & Telegraph Co.
	N Soto Schultz Esther Mrs r	Pacific Telephone & Telegraph Co.
	N Soto Helen Apts	Pacific Telephone & Telegraph Co.
	Kaplan Margaret r	Pacific Telephone & Telegraph Co.
	Mehling Ida R Mrs r	Pacific Telephone & Telegraph Co.
	Levin Ida r	Pacific Telephone & Telegraph Co.
	Feink Albert M r	Pacific Telephone & Telegraph Co.
	Bloom Lillian Mrs r	Pacific Telephone & Telegraph Co.
	Wohl Lawrence r	Pacific Telephone & Telegraph Co.
	Wiener Jean Mrs r	Pacific Telephone & Telegraph Co.
	Nixon Dave r	Pacific Telephone & Telegraph Co.
	Weinstein R Mrs r	Pacific Telephone & Telegraph Co.

142 SOTO ST N

Year	Uses	Source
1951	N Soto Rifkin Roselyn r	Pacific Telephone & Telegraph Co.

144 SOTO ST N

Year	Uses	Source
1951	N Soto Rosenthal Eugene Mrs	Pacific Telephone & Telegraph Co.

147 SOTO ST N

Year	Uses	Source
1951	N Soto Agatha Apts	Pacific Telephone & Telegraph Co.
	Klein Leonard r	Pacific Telephone & Telegraph Co.
	Mattes Wm r	Pacific Telephone & Telegraph Co.
	Rose Sarah Mrs r	Pacific Telephone & Telegraph Co.
	Jacobson Rose r	Pacific Telephone & Telegraph Co.
	Avery Bessie Mrs r	Pacific Telephone & Telegraph Co.

150 SOTO ST N

Year	Uses	Source
1951	N Soto Rose Hotel	Pacific Telephone & Telegraph Co.

SOTO ST S

110 SOTO ST S

Year	Uses	Source
1951	Zimmerman W Mrs r	Pacific Telephone & Telegraph Co.
	Kraft Anna r	Pacific Telephone & Telegraph Co.
	Rosen Sidney	Pacific Telephone & Telegraph Co.
	Steinberg Sophie r	Pacific Telephone & Telegraph Co.
	Sherman Fannie r	Pacific Telephone & Telegraph Co.
	Warner Fannie r	Pacific Telephone & Telegraph Co.
	Osawa M Y	Pacific Telephone & Telegraph Co.
	S Soto Haizband Rose r	Pacific Telephone & Telegraph Co.
	S Soto	Pacific Telephone & Telegraph Co.

113 SOTO ST S

Year	Uses	Source
1951	S Soto Shimamura Toma r	Pacific Telephone & Telegraph Co.

114 SOTO ST S

Year	Uses	Source
1951	S Soto Valencia Marguerite	Pacific Telephone & Telegraph Co.

118 SOTO ST S

Year	Uses	Source
1951	S Soto Sato Jack r	Pacific Telephone & Telegraph Co.

124 SOTO ST S

Year	Uses	Source
1951	S Soto Komuro S r	Pacific Telephone & Telegraph Co.

125 SOTO ST S

Year	Uses	Source
1951	S Soto Sekiguchi Yutaka r	Pacific Telephone & Telegraph Co.

127 SOTO ST S

Year	Uses	Source
1951	S Soto Jimenez Esther r	Pacific Telephone & Telegraph Co.

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129 SOTO ST S

Year	Uses	Source
1951	S Soto Raskin Leonard Mrs r	Pacific Telephone & Telegraph Co.

130 SOTO ST S

Year	Uses	Source
1951	S Soto Rodriguez Florencio A r	Pacific Telephone & Telegraph Co.
	S Soto Luna Pablo r	Pacific Telephone & Telegraph Co.

131 SOTO ST S

Year	Uses	Source
1951	S Soto Nagai Kazuko r	Pacific Telephone & Telegraph Co.

134 SOTO ST S

Year	Uses	Source
1951	S Soto Nakauchi Fuji r	Pacific Telephone & Telegraph Co.
	S Soto Okubo Hanji r	Pacific Telephone & Telegraph Co.

135 SOTO ST S

Year	Uses	Source
1951	S Soto Valadez Jose r	Pacific Telephone & Telegraph Co.

136 SOTO ST S

Year	Uses	Source
1951	S Soto Kawaguchi Miye r	Pacific Telephone & Telegraph Co.

137 SOTO ST S

Year	Uses	Source
1951	S Soto Fletcher Ted W	Pacific Telephone & Telegraph Co.

139 SOTO ST S

Year	Uses	Source
1951	S Soto Halliwill Rema L r	Pacific Telephone & Telegraph Co.

140 SOTO ST S

Year	Uses	Source
1951	S Soto Chipron Amelia L r	Pacific Telephone & Telegraph Co.

141 SOTO ST S

Year	Uses	Source
1951	S Soto Saskin I r	Pacific Telephone & Telegraph Co.

FINDINGS

145 SOTO ST S

Year	*Uses*	*Source*
1951	S Soto Quesada Maurice G r	Pacific Telephone & Telegraph Co.

150 SOTO ST S

Year	*Uses*	*Source*
1951	S Soto Matosian Setrak r	Pacific Telephone & Telegraph Co.

154 SOTO ST S

Year	*Uses*	*Source*
1951	S Soto Vovchik Mary r	Pacific Telephone & Telegraph Co.

156 SOTO ST S

Year	*Uses*	*Source*
1951	S Soto	Pacific Telephone & Telegraph Co.
	Zusmer Saml r	Pacific Telephone & Telegraph Co.
	Weiner Ben r	Pacific Telephone & Telegraph Co.
	Auerbach Lillian Mrs r	Pacific Telephone & Telegraph Co.
	S Soto Markowitz Esther r	Pacific Telephone & Telegraph Co.

FINDINGS

TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

Address Researched	Address Not Identified in Research Source
119 South Soto Street	2014, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920

ADJOINING PROPERTY: ADDRESSES NOT IDENTIFIED IN RESEARCH SOURCE

The following Adjoining Property addresses were researched for this report, and the addresses were not identified in research source.

Address Researched	Address Not Identified in Research Source
100 N SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
102 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
102 S Soto St	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
102 S Soto St	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
103 1/2 N SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
103 N SOTO ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
103 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
105 N SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
105 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
107 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
108 N SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
108 N SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
109 N SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
109 N SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
109 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
110 N SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
110 N SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
110 S SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
110 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
110 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
110 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
111 N SOTO ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
111 S SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
111 S SOTO ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
113 1/2 S SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
113 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
113 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
114 1/2 S SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
114 S SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
114 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
114 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
115 N SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
115 N SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
115 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
116 1/2 N SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
116 N SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
116 N SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
116 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
118 1/4 N SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
118 N SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
118 S SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
118 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
118 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
118 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
121 N SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
121 N SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
121 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
122 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
123 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
124 S SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
124 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
124 S Soto St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
124 S Soto St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
124 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
124 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
125 1/2 S SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
125 S SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
125 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
125 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
125 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
126 S Breed St	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
126 S Breed St	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
127 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
127 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
127 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
129 S SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
129 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
129 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
129 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
130 S Breed St	2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
130 S Breed St	2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
130 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
130 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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131 S SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
131 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
131 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
131 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
132 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
134 S SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
134 S SOTO AVE	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
134 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
134 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
134 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
135 1/2 S SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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135 S SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
135 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
135 S Soto St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
135 S Soto St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
135 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
136 S SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
136 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
136 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
137 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
137 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
137 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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139 S SOTO ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
139 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
140 S SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
140 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
140 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
141 S SOTO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
141 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
141 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
142 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
144 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
145 S SOTO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
145 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
147 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
150 SOTO ST N	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
150 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
154 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
156 SOTO ST S	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
171 S SOTO ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
2300 E 1st St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2300 E 1st St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2302 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
2302 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2303 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2304 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2304 E 1ST 267	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2304 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2306 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2306 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2306 E 1st St	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2306 E 1st St	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2307 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
2308 1/2 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
2308 3/4 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2308 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2308 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2308 E 1st St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2308 E 1st St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2309 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
2310 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2310 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2311 3/4 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2311 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2311 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
2313 1/2 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2313 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2313 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2315 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2315 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2318 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2318 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2320 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2321 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2321 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2321 E 1st St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
2321 E 1st St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2322 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2323 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2323 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
2325 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2325 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2325 E 1st St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2325 E 1st St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2329 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2329 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2329 E 1st St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
2329 E 1st St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2331 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2331 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2331 E 1st St	2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2331 E 1st St	2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2332 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
2333 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2333 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
2333 E 1st St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2333 E 1st St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2335 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
2335 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2335 E 1st St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2335 E 1st St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2388 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2400 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2400 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1957, 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
2400 E 1st St	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2400 E 1st St	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2403 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2403 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2404 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
2404 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1963, 1962, 1961, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2405 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2405 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 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
2405 E 1st St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2405 E 1st St	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2407 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2407 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2408 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 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
2409 1/2 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2409 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2409 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
2410 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2410 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
2411 1/2 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2411 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2411 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2412 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1963, 1962, 1961, 1960, 1957, 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
2413 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1958, 1957, 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
2415 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2415 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 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
2416 1/2 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2416 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
2416 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2417 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2417 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2418 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 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
2419 1/2 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2419 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2419 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2420 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2420 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2421 3/4 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2421 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
2422 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2423 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2423 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2425 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 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
2426 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 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
2427 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2427 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2431 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
2431 E 1ST ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2435 E 1ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2435 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 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

FINDINGS

Address Researched	Address Not Identified in Research Source
2501 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 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
2505 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 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
2508 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 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
2511 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 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
2515 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1958, 1957, 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
2524 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 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
2525 E 1ST ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 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

APPENDIX H

PHASE I INTERVIEW QUESTIONNAIRE

The purpose of this questionnaire is to obtain information from knowledgeable individuals regarding the site. This questionnaire will become part of the Phase I ESA report.

A. SITE INFORMATION

Project Number: _____ Site Name/Reference: _____
Site Location: 119 and 121 South Soto Street, Los Angeles California, 90033
(APN 5183-009-904 and 5183-009-907)

B. INTERVIEW INFORMATION

Date/Time: _____ ❒ In Person
Interviewer: _____ ❒ By Telephone, Number: _____
Person Interviewed: Andrew Quinn ❒ By Facsimile, Number: _____
Title/Company: Senior Environmental Specialist /LA Metro ❒ By E-mail, address: quinna@metro.net

1. What is your relationship to the site? I am a Senior Environmental Specialist at LA Metro, the current owner of this site. I assist the Real Estate and Joint Development Team in conducting environmental reviews of project sites.

2. Do you have good knowledge regarding the uses and physical characteristics of the site?
☒ **Yes**
❒ No If not, who does? _____ Phone Number: _____

3. Do you have good knowledge regarding the activities/processes conducted at the site?
☒ **Yes**
❒ No If not, who does? _____ Phone Number: _____

C. PROPERTY INFORMATION

1. To the best of your knowledge, what are the current and past uses of the site? Please describe with approximate dates.

The site is owned by LA Metro. The site and the adjoining property were acquired and developed as part of the Gold Line Eastside Extension, which was completed and opened for service on November 15, 2009. The properties were acquired by Metro in 2002. Since construction, the sites have been used as a Metro parking lot. Prior to that, the site use was residential, dating back to the early 1900's.

2. To the best of your knowledge, what are the current and past uses of the adjoining properties?

The adjoining property to the north consists of a Metro station and plaza area. This was constructed and opened for service on November 15, 2009. The past use of the site was as a parking lot or car mechanic. The majority of the other adjoining properties were and are residential, dating back to the early 1900's.

3. To the best of your knowledge, what are the current and past uses in the surrounding area?

   The current and past uses of the surrounding area are residential, with some light commercial on Soto Street.

4. Are there currently, or have there been in the past, any surface water bodies such as creeks or streams or other surface drainage on or adjacent to the site?
   Not to Metro's knowledge

5. Any historical or current pools of liquid noted? Source? Location? Describe.

   Not to Metro's knowledge

6. Any historical or current standing water noted? Source? Location? Describe.

   Not to Metro's knowledge

7. Are there any waste water discharges (including storm water) to a drain, ditch, or stream on the site and/or on adjacent properties:
   Not to Metro's knowledge

8. Are there currently, or have there been in the past, any wells (e.g. water, oil, gas, irrigation, injection, abandoned), pits, clarifiers, cisterns, cesspools, or similar receptacles noted where liquids drain, collect or are stored (sumps) that are likely to contain hazardous substances or petroleum products on the site or adjacent properties?

   Not to Metro's knowledge

9. Identify the source of potable water on the site.
   LADWP connection

10. Identify the sewage disposal system on the site (type and age).

LADWP connection

11. Is there any historical or current solid waste disposal on site? Describe.
Not to Metro's knowledge

12. Is there any historical or current unnatural fill or grading, particularly fill of unknown origin? Describe.
No, site was level when Metro acquired it as it was previously a residential site.

13. Is there any historical or currently stained soil or pavement? Describe.
Not to Metro's knowledge

14. Is there any historical or current stressed vegetation noted (other than caused by drought)? Describe.
Not to Metro's knowledge

15. To your knowledge, are there or have there been:

Hazardous substances on the site? ❒ Yes ☒ **No**
Petroleum products on the site? ❒ Yes ☒ **No**

If current uses involve hazardous substances or petroleum products, please identify the type, quantity and storage conditions of those substances.

Hazardous Substance or Petroleum Products	Location	Quantity	Storage Conditions
N/A			

If hazardous or otherwise controlled waste storage areas are present on the site, please identify the type, location, quantity, and storage conditions of the waste materials.

Material Stored	Location	Quantity	Storage Conditions
N/A			

16. If hazardous substances and/or petroleum products are present, are there indications of any of the following:

An existing release? ❒ Yes ☒ **No**
A past release? ❒ Yes ☒ **No**
A threat of their release? ❒ Yes ☒ **No**

If yes to any of the above, please describe:

17. Are there any aboveground or underground storage tanks? Identify tank volume, location, material, age.

AST/UST and Age	Location	Tank Volume	Material stored
None, site was residential			

18. Are there any historical or current drums and/or other containers? Identify volume, material, and location.

Volume	Material	Location
None, site was residential		

19. Have there been any historical or any current noxious odors noted on the Site? Source? Describe.

None, site was residential

20. To your knowledge, are there any utility corridors on the Site? Describe.

Not to Metro's knowledge

21. Any electrical or hydraulic equipment likely to contain PCB's such as transformers, hydraulic lifts, or

elevators (fluorescent light ballast excluded).

Not to Metro's knowledge

22. Are there any occupants on the Site? Describe and list duration of occupancy.

Metro is the sole occupant of the site and has been the sole occupant since approximately 2003.

23. Are there structures present on the site? Provide a general description of the structures on the site (amount, size, and age)?

Structure	Sq. Footage	Age
No structures currently, there is a chain link fence fronting the street, and a cement block wall fronting an adjoining property		

24. If any structures identify the type of HVAC system and fuel source on the interior. Any boilers present?
None

25. Is the facility equipped with any backup generators? Fuel source?

None

26. Any historical or current stains or corrosion on floors, walls or ceilings?

None

27. Do you have good knowledge regarding the identity of any existing documents relating to the Site?

☒ **Yes**
❒ No If not, who does? _____ Phone Number: _____

28. To your knowledge, do any of the following documents exist with respect to the Site? If yes, please name the document and comment upon whether it is available for review.

Document	Availability/ Source	Title of Document
Environmental site assessment reports?	N/A	
Environmental audit reports?	N/A	
Environmental permits?	N/A	
Storage Tank registrations?	N/A	
Underground Injection System registrations?	N/A	
Material safety data sheets (MSDS)?	N/A	
Community right-to-know plans?	N/A	
Safety plans?	N/A	
Spill Prevention, Countermeasure, & Control Plans?	N/A	
Illness and Injury Prevention Plans?	N/A	
Reports regarding hydrogeologic conditions on the site or surrounding area?	N/A	
Hazardous waste generator notices or reports?	N/A	
Geotechnical studies?	N/A	
Risk assessments?	N/A	
Recorded Activity and Use Limitations (AULs)?	N/A	

To your knowledge, do any of the following exist with respect to the Site?

29. Notices or other correspondence from any government agency relating to past or current violations of environmental laws? ❒ Yes ☒ **No**

    If yes, describe:_____

    _____

30. Notices or other correspondence from any government agency relating to environmental liens encumbering the Site? ❒ Yes ☒ **No**

    If yes, describe:_____

    _____

31. Pending, threatened, or past litigation or administrative proceedings relevant to hazardous substances, or petroleum products in, on, or from the Site? ❒ Yes ☒ **No**

    If yes, describe:_____

    _____

32. Notices from any governmental entity regarding any possible violation of environmental laws or possible liability relating to hazardous substances or petroleum products? ❒ Yes ☒ **No**

    If yes, describe:

33. Please provide any additional information relative to this project.

Appendix G

Soil Vapor Survey

Project No. A9622-77-03
September 19, 2019

VIA E-MAIL

Rose Cuyno
Bridge Housing
1301 Dove Street, Suite 920
Newport Beach, California 92660

Subject: SOIL VAPOR SURVEY REPORT
LOS LIRIOS APARTMENTS
119 AND 121 SOUTH SOTO STREET
LOS ANGELES, CALIFORNIA

Dear Mrs. Cuyno:

In accordance with your request, we performed a soil vapor survey (SVS) at the property located at 119 and 121 South Soto Street (the Site), in Los Angeles, California (Figure 1). Bridge Housing (the Client) requested the SVS to assess environmental concerns at the Site, identified in a Phase I Environmental Site Assessment (ESA), prior to redeveloping the Site as a multi-family residential property.

INTRODUCTION

Site Location and Description

The Site is comprised of two parcels with addresses of 119 and 121 South Soto Street within an area of mixed-use development that includes commercial and residential properties. The Site is owned by the Los Angeles County Metropolitan Transportation Authority (Metro).

The Site is currently undeveloped and relatively flat with a ground surface elevation of approximately 300 feet above mean sea level. The Site is a gated vacant (dirt) lot currently used for parking and material storage for an adjacent construction project.

Background

The Client and East LA Community Corporation (ELACC) are planning a joint development of the Site into a residential apartment complex with up to two levels of sub-grade parking. Geocon conducted an ESA of the Site in May 2018 for ELACC.

Records discovered during the ESA indicate that underground storage tanks (USTs) were present on one or more portions of the adjacent property to the north, now occupied by the Metro Soto Station. There are also records indicating that contaminated soil was removed during the construction of the Soto Station. It is unknown if the soil removal was associated with the removal of the USTs or if contaminated soil remains beneath portions of the Soto Station outside of the areas excavated during construction. Based on the extensive excavation that was performed during construction of the subway it is possible that potential soil contamination from the historic uses of the property would have been removed; however, without records documenting the extent of the removal, the threat of a vapor encroachment risk to the Site cannot be ruled out. We recommended that a soil vapor survey be conducted to evaluate the potential presence of volatile organic compounds (VOC) in soil vapor beneath the Site.

Purpose

The purpose of the soil vapor survey was to assess if VOC-impacted soil vapor is present beneath the Site at concentrations that might pose an unacceptable risk to human health of future site residents, workers, and visitors via vapor intrusion of VOC-impacted soil vapor migrating into indoor air. The objective of the soil vapor sampling was to collect representative soil vapor samples within the footprint of the multi-unit residential structures planned for the Site in accordance with California Environmental Protection Agency (Cal-EPA), Department of Toxic Substances Control (DTSC) protocol, have them analyzed for VOCs, and compare the results to regulatory screening levels for soil vapor in a residential land use scenario.

SCOPE OF SERVICES

This section describes the activities performed for the SVS including pre-field and field activities and laboratory analysis of soil vapor samples.

Pre-field Activities

Pre-field activities included the following:

- Marked the proposed sampling areas with white paint (where necessary) and contacted local public utilities to delineate subsurface utilities and conduits via Dig Alert (Ticket Number A192140704-00A).
- Met with a representative of Metro to locate their utilities in the vicinity of each boring.
- Prepared a workplan dated July 19, 2019, that outlined the proposed scope of the SVS. Metro reviewed and accepted the workplan via an e-mail/letter/etc. dated July 25, 2019.
- Retained the services of H&P Mobile Geochemistry Inc. (H&P) to install the temporary soil vapor monitoring points and perform the chemical analysis of soil vapor samples.

Field Activities – Soil Vapor

On August 7, 2019, H&P advanced borings SV-1 through SV-5 in the approximate locations outlined in the workplan as shown on Figure 2. H&P collected soil vapor samples following the procedures described below and guidelines in the DTSC's June 2015 *Advisory - Active Soil Gas Investigations.*

- H&P advanced each soil boring to a depth of 20 feet using a direct-push drilling rig.
- H&P constructed each soil vapor sampling point using 1/8-inch-diameter Nylaflow® tubing fitted with a 3-inch-long, stainless steel vapor probe tip. In each of the sampling points, the vapor probe tip was placed in the center of a 12-inch filter pack consisting of #30 silica sand. Six inches of dry granular bentonite clay was placed above the filter pack, and hydrated bentonite was placed from above that to the ground surface. Nylaflow® tubing extended approximately 2 feet above the ground surface and was capped with a polycarbonate 3-way stop valve to accommodate sample collection. H&P then closed the stop valve and waited at least 2 hours for subsurface conditions to equilibrate prior to sampling.
- H&P then purged the probe and tubing of approximately three volumes of vapor.
- H&P obtained vapor samples from each sample probe using gas-tight syringes attached to the sampling probe via a luer-lock connection, Samples were immediately delivered to an onsite mobile laboratory after collection. New tubing and syringes were used at each sampling point to prevent cross contamination.
- To check for leaks, H&P encompassed the soil vapor well, tubing, and sample point with a hard-plastic shroud containing a tracer compound of 1,1-difluoroethane (1,1-DFA). The tracer compound was sprayed inside the plastic shroud immediately prior to purging and sampling the well. If the tracer compound was detected in the sample by the mobile lab, another sample would be collected and analyzed.
- H&P analyzed the five soil vapor samples and a duplicate soil vapor sample collected from SV-5 for VOCs using modified United States Environmental Protection Agency (USEPA) Test Method 8260B.
- After sampling, H&P removed the soil vapor probes and tubing, and backfilled the borings with bentonite.

RESULTS

Soil Vapor Results

Soil vapor results are summarized below. A copy of the H&P laboratory analytical report is attached. Results equal to or greater than the method detection limit (MDL) but less than the laboratory reporting limit (RL) are considered to be estimated values and flagged with a "J" modifier.

- Benzene was detected in the five soil vapor samples and the duplicate sample at concentrations ranging from 20 J to 70 µg/m^3.
- Toluene was detected in the soil vapor sample collected from SV-4 at a concentration of 90 J µg/m^3 and in the duplicate sample collected from SV-5 at a concentration of 80 J µg/m^3.

- Tetrachloroethene (PCE) was detected in the soil vapor samples collected from SV-4 and SV-5 at concentrations of 20 J µg/m^3 and 80 µg/m^3, respectively. PCE was also reported in the duplicate sample collected from SV-5 at a concentration of 90 µg/m^3.
- M,p-xylene was detected in the soil vapor sample collected from SV-4 at a concentration of 40 J µg/m^3.
- Chloroform was detected in one sample (collected from SV-1) at an estimated concentration of 10 micrograms per cubic meter (µg/m^3).
- No other VOCs were detected at concentrations equal to or exceeding their respective MDLs.

Quality Assurance/Quality Control (QA/QC)

We reviewed H&Ps QA/QC provided with the laboratory reports. QA/QC procedures included the analysis of a blank sample. Benzene was reported in the blank sample at an estimate (J-flagged) concentration of 20 µg/m^3. The reported presence of benzene in the blank sample is equal to the concentration of benzene reported in the soil vapor samples collected from vapor points SV-1, SV-2, and SV-3. Therefore, the benzene concentrations in soil vapor samples SV-1, SV-2, and SV-3 are qualified as non-detect. The concentrations of benzene reported in soil vapor samples collected from vapor points SV-4, SV-5, and the duplicate from SV-5 are greater than two-times the concentration reported in the blank and therefore the results are considered valid. Additionally, the tracer compound 1,1-DFA was not detected at concentrations equal to or exceeding the reporting limits, which indicates that the sample collection equipment was free of atmospheric leaks.

SCREENING LEVEL COMPARISON

To assess the potential health risk associated with VOCs in soil vapor, indoor air, and sub-slab vapor, we compared the reported VOC concentrations to the DTSC-HERO Note 3: DTSC-modified Screening Levels (DTSC-SLs) and the USEPA Region 9 Regional Screening Levels (RSLs). The DTSC-SLs are available online at https://dtsc.ca.gov/wp-content/uploads/sites/31/2019/04/HHRA-Note-3-2019-04.pdf and the RSLs at https://www.epa.gov/risk/regional-screening-levels-rsls-generic-tables. DTSC-SLs are more stringent than the RSLs for some chemicals, using California-specific toxicity values and exposure factors. Both sets of screening levels were developed as conservative screening tools and neither are enforceable regulatory cleanup standards. When both DTSC-SLs and RSLs exist for a given chemical of concern, we compared VOC concentrations to the DTSC-SLs. Also, because the residential use of the Site is planned, we used the DTSC-SLs and RSLs for residential land use scenarios.

DTSC-SLs and RSLs have been developed for VOCs in ambient indoor air, but not in soil vapor; therefore, we converted indoor air screening levels to soil vapor screening levels using a default attenuation factor. As stated in DTSC's *Vapor Intrusion Guidance*, dated October 2011 (DTSC, 2011), attenuation factors represent the ratio between VOC concentrations in indoor air and soil vapor based on the following equation:

$$\alpha = C_{Indoor} / C_{Soil\ Vapor}$$

where: α = Default attenuation rates

C_{Indoor} = VOC concentrations in indoor air ($\mu g/m^3$), and

$C_{Soil\ Vapor}$ = VOC concentrations in soil vapor ($\mu g/m^3$)

By reworking to the following equation, screening levels for VOCs in soil vapor can be calculated using:

$$C_{Soil\ Vapor} = C_{Indoor} / (\alpha)$$

In their Human Health Risk Assessment Note 3 (updated April 2019), the DTSC-HERO recommends the use of the USEPA's default attenuation factor of 0.03. Therefore, to calculate DTSC-SLs and RSLs for VOCs in soil vapor, we divided the DTSC-SLs and RSLs for indoor air by 0.03.

VOCs detected in soil vapor at concentrations that are less than their respective DTSC-SLs and/or RSLs calculated for soil vapor are generally assumed not to pose a significant threat to human health or the environment, whereas VOCs detected in soil vapor at concentrations that equal or exceed their respective DTSC-SLs indicate that additional characterization investigation and/or mitigation actions may be warranted.

Preliminary Screening Assessment

As summarized above, the VOCs in soil vapor detected at concentrations equal to or exceeding their MDLs were benzene, toluene, PCE, m,p-xylene, and chloroform. Our comparison of the maximum concentrations of these VOCs to their calculated residential use DTSC-SLs are as follows:

VOC	Maximum Concentration ($\mu g/m^3$)	Calculated SLs* ($\mu g/m^3$)
Benzene	**70**	3.2 (DTSC-SL)
Toluene	90	103,000 (DTSC-SL)
PCE	**90**	15.3 (DTSC-SL)
m,p-xylenes	40	3,300 (RSL)
Chloroform	**10**	4.0 (RSL)

Note: *Calculated using a default attenuation factor of 0.03 for future residential buildings
Bold = Exceeds residential SLs

CONCLUSIONS AND RECOMMENDATIONS

The results of this soil vapor survey indicate that benzene, PCE, and chloroform are present in soil vapor samples collected from SV-4 and SV-5 at concentrations which exceed their respective screening levels for soil vapor in a residential land use scenario. Based on this comparison, benzene, PCE, and chloroform in soil vapor are present in soil vapor beneath the Site at concentrations that may pose an unacceptable risk to human health of future site residents, workers, and visitors via vapor intrusion into indoor air. We recommend that the Client incorporate a soil vapor mitigation technology into the design of the proposed residential development to mitigate the potential risk of soil vapor intrusion into the future structure. The DTSC's *Vapor Intrusion Mitigation Advisory*, dated October 2011, and the attached *Fact Sheet: Development on Properties with a Vapor Intrusion Threat – July 2019* include additional information on evluating, installing, and monitoring soil vapor mitigation technologies.

LIMITATIONS

This report has been prepared exclusively for the Client. The conclusions presented in this report are based upon reasonable visual observations made at the site and subsurface information from widely spaced sampling points. The information presented is relevant to the dates of the study and should not be relied upon to represent conditions at later dates. If additional information becomes available, we request the opportunity to review the information and modify our opinions, if necessary. The information contained herein is only valid as of the date of the report and may require an update to reflect additional information obtained.

The Client should recognize that this report is not a comprehensive site characterization and should not be construed as such. The findings and conclusions as presented in this report are predicated on the results of the limited soil vapor sampling and laboratory analyses performed, based on the scope of services requested by the Client. It is possible that conditions may exist in the subsurface between the areas explored that could significantly change the conclusions and recommendations stated in this report. In addition, the information obtained is not intended to address potential impacts related to sources other than those requested by the Client as specified herein.

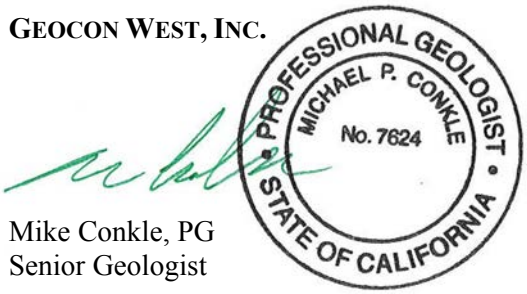
Therefore, the report should only be deemed conclusive with respect to the information obtained. No guarantee or warranty of the results of the report is implied within the intent of this report or any subsequent reports, correspondence, or consultation, either express or implied. Geocon strived to perform the services summarized herein in accordance with the local standard of care in the geographic region at the time the services were rendered.

These activities conducted at the subject site were conducted by Geocon expressly and solely for the Client. Any reliance upon the information, conclusions, or recommendations contained in this report for purposes other than the development of the subject property as currently proposed shall be at the sole liability of the party undertaking such use.

We appreciate the opportunity to assist you in this matter. Please contact us if you have any questions concerning this report or if we may be of further service.

Sincerely,

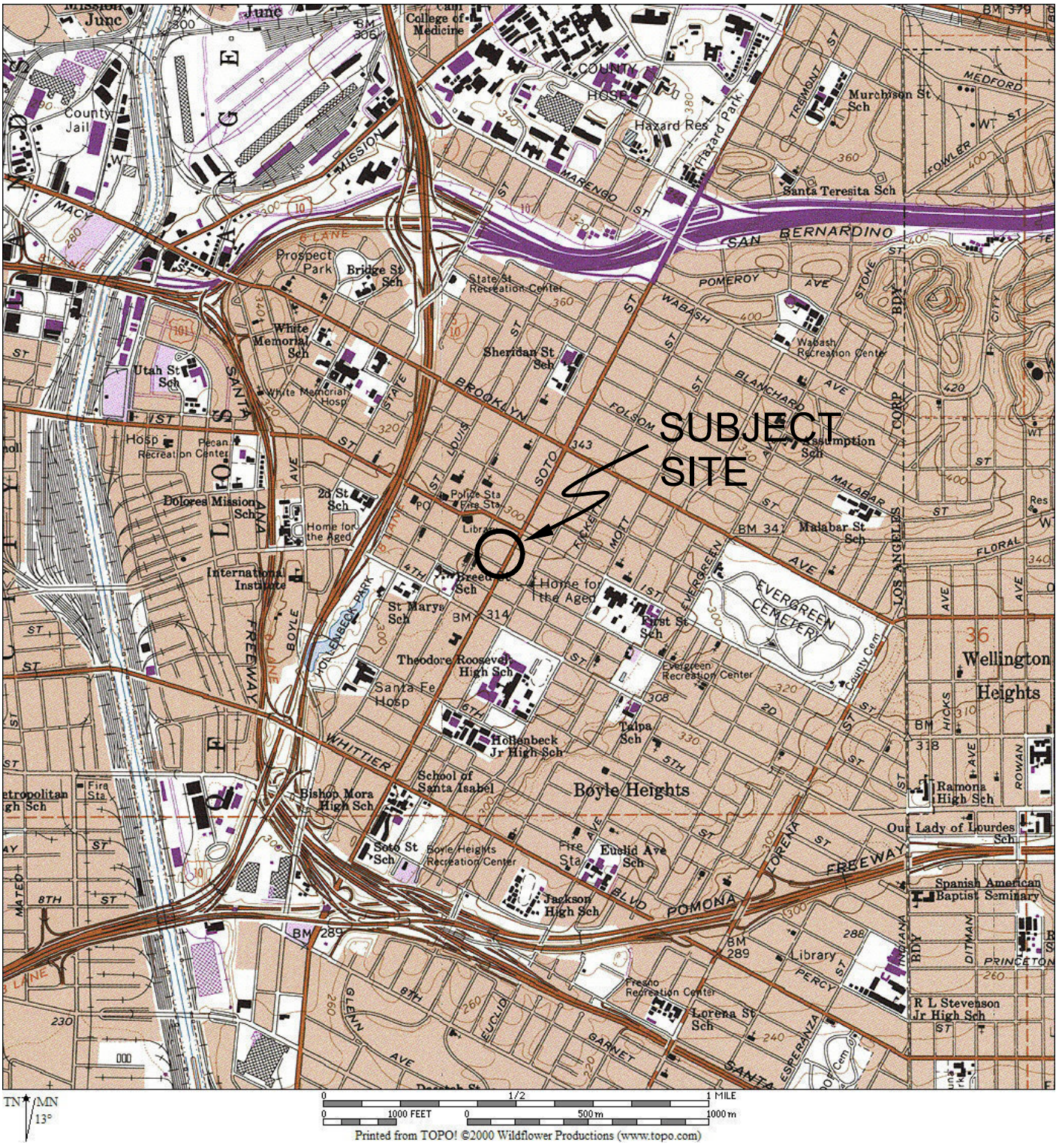
GEOCON WEST, INC.



Mike Conkle, PG
Senior Geologist

(EMAIL) Addressee

Attachments: Figure 1, Vicinity Map
Figure 2, Site Plan
H&P Analytical Laboratory Results
Fact Sheet: Development on Properties with a Vapor Intrusion Threat – July 2019



REFERENCE:U.S.G.S. TOPOGRAPHIC MAPS, 7.5 MINUTE SERIES, LOS ANGELES, CA QUADRANGLE

GEOCON
WEST, INC.

ENVIRONMENTAL GEOTECHNICAL MATERIALS
3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
PHONE (818) 841-8388 - FAX (818) 841-1704

VICINITY MAP

119 & 121 SOUTH SOTO STREET
LOS ANGELES, CALIFORNIA

DRAFTED BY: SJB	CHECKED BY: MPC

SEP. 2019	PROJECT NO. A9622-77-03	FIG. 1



LEGEND

- APPROXIMATE PROJECT LIMITS
- APPROXIMATE LIMITS OF THE UNDERGROUND METRO STATION
- APPROXIMATE LOCATION OF SOIL VAPOR SAMPLING POINT

NORTH

0 40' 80'

MAP REFERENCE: GOOGLE EARTH, 2018

GEOCON WEST, INC.

ENVIRONMENTAL GEOTECHNICAL MATERIALS
3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
PHONE (818) 841-8388 - FAX (818) 841-1704

DRAFTED BY: SJB	CHECKED BY: MCP

SITE PLAN

119 & 121 SOUTH SOTO STREET
AND 2316 - 2324 EAST 1ST STREET
LOS ANGELES, CALIFORNIA

SEP. 2019	PROJECT NO. A9622-77-03	FIG. 2

Mobile
Geochemistry Inc.

11 September 2019

Mike Conkle
Geocon Consultants, Inc. - Burbank
3303 N. San Fernando Blvd.
Burbank, CA 91504

H&P Project: GC080719-L6 Rev
Client Project: A9622-77-03 / S Soto St

Dear Mike Conkle:

Enclosed is the analytical report for the above referenced project. The data herein applies to samples as received by H&P Mobile Geochemistry, Inc. on 07-Aug-19 which were analyzed in accordance with the attached Chain of Custody record(s).

The results for all sample analyses and required QA/QC analyses are presented in the following sections and summarized in the documents:

- Sample Summary
- Case Narrative (if applicable)
- Sample Results
- Quality Control Summary
- Notes and Definitions / Appendix
- Chain of Custody
- Sampling Logs (if applicable)

Unless otherwise noted, I certify that all analyses were performed and reviewed in compliance with our Quality Systems Manual and Standard Operating Procedures. This report shall not be reproduced, except in full, without the written approval of H&P Mobile Geochemistry, Inc.

We at H&P Mobile Geochemistry, Inc. sincerely appreciate the opportunity to provide analytical services to you on this project. If you have any questions or concerns regarding this analytical report, please contact me at your convenience at 760-804-9678.

Sincerely,

Janis La Roux
Laboratory Director

H&P Mobile Geochemistry, Inc. is certified under the California ELAP and the National Environmental Laboratory Accreditation Conference (NELAC). H&P is approved as an Environmental Testing Laboratory and Mobile Laboratory in accordance with the DoD-ELAP Program and ISO/IEC 17025:2005 programs, accreditation number 69070 for EPA Method TO-15, H&P Method TO-15, EPA Method 8260B and H&P 8260SV.

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Geocon Consultants, Inc. - Burbank	Project: GC080719-L6 Rev	
3303 N. San Fernando Blvd.	Project Number: A9622-77-03 / S Soto St	Reported:
Burbank, CA 91504	Project Manager: Mike Conkle	11-Sep-19 12:32

ANALYTICAL REPORT FOR SAMPLES

Sample ID	Laboratory ID	Matrix	Date Sampled	Date Received
SV-1-20	E908033-01	Vapor	07-Aug-19	07-Aug-19
SV-2-20	E908033-02	Vapor	07-Aug-19	07-Aug-19
SV-3-20	E908033-03	Vapor	07-Aug-19	07-Aug-19
SV-4-20	E908033-04	Vapor	07-Aug-19	07-Aug-19
SV-5-20	E908033-05	Vapor	07-Aug-19	07-Aug-19
SV-5-20 Rep	E908033-06	Vapor	07-Aug-19	07-Aug-19

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3303 N. San Fernando Blvd.	Project Number: A9622-77-03 / S Soto St	Reported:
Burbank, CA 91504	Project Manager: Mike Conkle	11-Sep-19 12:32

Volatile Organic Compounds by H&P 8260SV

H&P Mobile Geochemistry, Inc.

Analyte	Result	MDL	Reporting Limit	Units	Dilution Factor	Batch	Prepared	Analyzed	Method	Notes
SV-1-20 (E908033-01) Vapor Sampled: 07-Aug-19 Received: 07-Aug-19										**J- Report**
1,1-Difluoroethane (LCC)	ND		100	ug/m3	0.01	EH90702	07-Aug-19	07-Aug-19	H&P 8260SV	
Dichlorodifluoromethane (F12)	ND	40	100	"	"	"	"	"	"	
Chloromethane	ND	40	100	"	"	"	"	"	"	
Vinyl chloride	ND	10	10	"	"	"	"	"	"	
Bromomethane	ND	40	100	"	"	"	"	"	"	
Chloroethane	ND	40	100	"	"	"	"	"	"	
Trichlorofluoromethane (F11)	ND	40	100	"	"	"	"	"	"	
1,1-Dichloroethene	ND	40	100	"	"	"	"	"	"	
1,1,2 Trichlorotrifluoroethane (F113)	ND	40	100	"	"	"	"	"	"	
Methylene chloride (Dichloromethane)	ND	40	100	"	"	"	"	"	"	
Methyl tertiary-butyl ether (MTBE)	ND	40	100	"	"	"	"	"	"	
trans-1,2-Dichloroethene	ND	40	100	"	"	"	"	"	"	
1,1-Dichloroethane	ND	40	100	"	"	"	"	"	"	
2,2-Dichloropropane	ND	40	100	"	"	"	"	"	"	
cis-1,2-Dichloroethene	ND	40	100	"	"	"	"	"	"	
Chloroform	**10**	10	20	"	"	"	"	"	"	J
Bromochloromethane	ND	40	100	"	"	"	"	"	"	
1,1,1-Trichloroethane	ND	40	100	"	"	"	"	"	"	
1,1-Dichloropropene	ND	40	100	"	"	"	"	"	"	
Carbon tetrachloride	ND	10	20	"	"	"	"	"	"	
1,2-Dichloroethane (EDC)	ND	10	20	"	"	"	"	"	"	
Benzene	**20**	10	20	"	"	"	"	"	"	B-03
Trichloroethene	ND	10	20	"	"	"	"	"	"	
1,2-Dichloropropane	ND	40	100	"	"	"	"	"	"	
Bromodichloromethane	ND	40	100	"	"	"	"	"	"	
Dibromomethane	ND	40	100	"	"	"	"	"	"	
cis-1,3-Dichloropropene	ND	40	100	"	"	"	"	"	"	
Toluene	ND	80	200	"	"	"	"	"	"	
trans-1,3-Dichloropropene	ND	40	100	"	"	"	"	"	"	
1,1,2-Trichloroethane	ND	40	100	"	"	"	"	"	"	
1,2-Dibromoethane (EDB)	ND	40	100	"	"	"	"	"	"	
1,3-Dichloropropane	ND	40	100	"	"	"	"	"	"	
Tetrachloroethene	ND	20	20	"	"	"	"	"	"	
Dibromochloromethane	ND	40	100	"	"	"	"	"	"	
Chlorobenzene	ND	10	20	"	"	"	"	"	"	
Ethylbenzene	ND	40	100	"	"	"	"	"	"	

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Geocon Consultants, Inc. - Burbank	Project: GC080719-L6 Rev	
3303 N. San Fernando Blvd.	Project Number: A9622-77-03 / S Soto St	Reported:
Burbank, CA 91504	Project Manager: Mike Conkle	11-Sep-19 12:32

Volatile Organic Compounds by H&P 8260SV

H&P Mobile Geochemistry, Inc.

Analyte	Result	MDL	Reporting Limit	Units	Dilution Factor	Batch	Prepared	Analyzed	Method	Notes
SV-1-20 (E908033-01) Vapor	**Sampled: 07-Aug-19**	**Received: 07-Aug-19**								**J- Report**
1,1,1,2-Tetrachloroethane	ND	40	100	ug/m3	0.01	EH90702	07-Aug-19	07-Aug-19	H&P 8260SV	
m,p-Xylene	ND	40	100	"	"	"	"	"	"	
o-Xylene	ND	40	100	"	"	"	"	"	"	
Styrene	ND	40	100	"	"	"	"	"	"	
Bromoform	ND	40	100	"	"	"	"	"	"	
Isopropylbenzene (Cumene)	ND	40	100	"	"	"	"	"	"	
1,1,2,2-Tetrachloroethane	ND	40	100	"	"	"	"	"	"	
1,2,3-Trichloropropane	ND	40	100	"	"	"	"	"	"	
n-Propylbenzene	ND	40	100	"	"	"	"	"	"	
Bromobenzene	ND	40	100	"	"	"	"	"	"	
1,3,5-Trimethylbenzene	ND	40	100	"	"	"	"	"	"	
2-Chlorotoluene	ND	40	100	"	"	"	"	"	"	
4-Chlorotoluene	ND	40	100	"	"	"	"	"	"	
tert-Butylbenzene	ND	40	100	"	"	"	"	"	"	
1,2,4-Trimethylbenzene	ND	40	100	"	"	"	"	"	"	
sec-Butylbenzene	ND	40	100	"	"	"	"	"	"	
p-Isopropyltoluene	ND	40	100	"	"	"	"	"	"	
1,3-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
1,4-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
n-Butylbenzene	ND	40	100	"	"	"	"	"	"	
1,2-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
1,2-Dibromo-3-chloropropane	ND	400	1000	"	"	"	"	"	"	
1,2,4-Trichlorobenzene	ND	40	100	"	"	"	"	"	"	
Hexachlorobutadiene	ND	40	100	"	"	"	"	"	"	
Naphthalene	ND	20	20	"	"	"	"	"	"	
1,2,3-Trichlorobenzene	ND	40	100	"	"	"	"	"	"	
Surrogate: Dibromofluoromethane			*103 %*	*75-125*		"	"	"	"	
Surrogate: 1,2-Dichloroethane-d4			*106 %*	*75-125*		"	"	"	"	
Surrogate: Toluene-d8			*98.8 %*	*75-125*		"	"	"	"	
Surrogate: 4-Bromofluorobenzene			*92.1 %*	*75-125*		"	"	"	"	

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Burbank, CA 91504	Project Manager: Mike Conkle	11-Sep-19 12:32

Volatile Organic Compounds by H&P 8260SV

H&P Mobile Geochemistry, Inc.

Analyte	Result	MDL	Reporting Limit	Units	Dilution Factor	Batch	Prepared	Analyzed	Method	Notes
SV-2-20 (E908033-02) Vapor Sampled: 07-Aug-19 Received: 07-Aug-19										**J- Report**
1,1-Difluoroethane (LCC)	ND		100	ug/m3	0.01	EH90702	07-Aug-19	07-Aug-19	H&P 8260SV	
Dichlorodifluoromethane (F12)	ND	40	100	"	"	"	"	"	"	
Chloromethane	ND	40	100	"	"	"	"	"	"	
Vinyl chloride	ND	10	10	"	"	"	"	"	"	
Bromomethane	ND	40	100	"	"	"	"	"	"	
Chloroethane	ND	40	100	"	"	"	"	"	"	
Trichlorofluoromethane (F11)	ND	40	100	"	"	"	"	"	"	
1,1-Dichloroethene	ND	40	100	"	"	"	"	"	"	
1,1,2 Trichlorotrifluoroethane (F113)	ND	40	100	"	"	"	"	"	"	
Methylene chloride (Dichloromethane)	ND	40	100	"	"	"	"	"	"	
Methyl tertiary-butyl ether (MTBE)	ND	40	100	"	"	"	"	"	"	
trans-1,2-Dichloroethene	ND	40	100	"	"	"	"	"	"	
1,1-Dichloroethane	ND	40	100	"	"	"	"	"	"	
2,2-Dichloropropane	ND	40	100	"	"	"	"	"	"	
cis-1,2-Dichloroethene	ND	40	100	"	"	"	"	"	"	
Chloroform	ND	10	20	"	"	"	"	"	"	
Bromochloromethane	ND	40	100	"	"	"	"	"	"	
1,1,1-Trichloroethane	ND	40	100	"	"	"	"	"	"	
1,1-Dichloropropene	ND	40	100	"	"	"	"	"	"	
Carbon tetrachloride	ND	10	20	"	"	"	"	"	"	
1,2-Dichloroethane (EDC)	ND	10	20	"	"	"	"	"	"	
Benzene	**20**	10	20	"	"	"	"	"	"	B-03
Trichloroethene	ND	10	20	"	"	"	"	"	"	
1,2-Dichloropropane	ND	40	100	"	"	"	"	"	"	
Bromodichloromethane	ND	40	100	"	"	"	"	"	"	
Dibromomethane	ND	40	100	"	"	"	"	"	"	
cis-1,3-Dichloropropene	ND	40	100	"	"	"	"	"	"	
Toluene	ND	80	200	"	"	"	"	"	"	
trans-1,3-Dichloropropene	ND	40	100	"	"	"	"	"	"	
1,1,2-Trichloroethane	ND	40	100	"	"	"	"	"	"	
1,2-Dibromoethane (EDB)	ND	40	100	"	"	"	"	"	"	
1,3-Dichloropropane	ND	40	100	"	"	"	"	"	"	
Tetrachloroethene	ND	20	20	"	"	"	"	"	"	
Dibromochloromethane	ND	40	100	"	"	"	"	"	"	
Chlorobenzene	ND	10	20	"	"	"	"	"	"	
Ethylbenzene	ND	40	100	"	"	"	"	"	"	

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3303 N. San Fernando Blvd.	Project Number: A9622-77-03 / S Soto St	Reported:
Burbank, CA 91504	Project Manager: Mike Conkle	11-Sep-19 12:32

Volatile Organic Compounds by H&P 8260SV

H&P Mobile Geochemistry, Inc.

Analyte	Result	MDL	Reporting Limit	Units	Dilution Factor	Batch	Prepared	Analyzed	Method	Notes
SV-2-20 (E908033-02) Vapor	**Sampled: 07-Aug-19**	**Received: 07-Aug-19**								**J- Report**
1,1,1,2-Tetrachloroethane	ND	40	100	ug/m3	0.01	EH90702	07-Aug-19	07-Aug-19	H&P 8260SV	
m,p-Xylene	ND	40	100	"	"	"	"	"	"	
o-Xylene	ND	40	100	"	"	"	"	"	"	
Styrene	ND	40	100	"	"	"	"	"	"	
Bromoform	ND	40	100	"	"	"	"	"	"	
Isopropylbenzene (Cumene)	ND	40	100	"	"	"	"	"	"	
1,1,2,2-Tetrachloroethane	ND	40	100	"	"	"	"	"	"	
1,2,3-Trichloropropane	ND	40	100	"	"	"	"	"	"	
n-Propylbenzene	ND	40	100	"	"	"	"	"	"	
Bromobenzene	ND	40	100	"	"	"	"	"	"	
1,3,5-Trimethylbenzene	ND	40	100	"	"	"	"	"	"	
2-Chlorotoluene	ND	40	100	"	"	"	"	"	"	
4-Chlorotoluene	ND	40	100	"	"	"	"	"	"	
tert-Butylbenzene	ND	40	100	"	"	"	"	"	"	
1,2,4-Trimethylbenzene	ND	40	100	"	"	"	"	"	"	
sec-Butylbenzene	ND	40	100	"	"	"	"	"	"	
p-Isopropyltoluene	ND	40	100	"	"	"	"	"	"	
1,3-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
1,4-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
n-Butylbenzene	ND	40	100	"	"	"	"	"	"	
1,2-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
1,2-Dibromo-3-chloropropane	ND	400	1000	"	"	"	"	"	"	
1,2,4-Trichlorobenzene	ND	40	100	"	"	"	"	"	"	
Hexachlorobutadiene	ND	40	100	"	"	"	"	"	"	
Naphthalene	ND	20	20	"	"	"	"	"	"	
1,2,3-Trichlorobenzene	ND	40	100	"	"	"	"	"	"	
Surrogate: Dibromofluoromethane			*101 %*	*75-125*		"	"	"	"	
Surrogate: 1,2-Dichloroethane-d4			*106 %*	*75-125*		"	"	"	"	
Surrogate: Toluene-d8			*97.0 %*	*75-125*		"	"	"	"	
Surrogate: 4-Bromofluorobenzene			*92.6 %*	*75-125*		"	"	"	"	

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Volatile Organic Compounds by H&P 8260SV

H&P Mobile Geochemistry, Inc.

Analyte	Result	MDL	Reporting Limit	Units	Dilution Factor	Batch	Prepared	Analyzed	Method	Notes
SV-3-20 (E908033-03) Vapor Sampled: 07-Aug-19 Received: 07-Aug-19										**J- Report**
1,1-Difluoroethane (LCC)	ND		100	ug/m3	0.01	EH90702	07-Aug-19	07-Aug-19	H&P 8260SV	
Dichlorodifluoromethane (F12)	ND	40	100	"	"	"	"	"	"	
Chloromethane	ND	40	100	"	"	"	"	"	"	
Vinyl chloride	ND	10	10	"	"	"	"	"	"	
Bromomethane	ND	40	100	"	"	"	"	"	"	
Chloroethane	ND	40	100	"	"	"	"	"	"	
Trichlorofluoromethane (F11)	ND	40	100	"	"	"	"	"	"	
1,1-Dichloroethene	ND	40	100	"	"	"	"	"	"	
1,1,2 Trichlorotrifluoroethane (F113)	ND	40	100	"	"	"	"	"	"	
Methylene chloride (Dichloromethane)	ND	40	100	"	"	"	"	"	"	
Methyl tertiary-butyl ether (MTBE)	ND	40	100	"	"	"	"	"	"	
trans-1,2-Dichloroethene	ND	40	100	"	"	"	"	"	"	
1,1-Dichloroethane	ND	40	100	"	"	"	"	"	"	
2,2-Dichloropropane	ND	40	100	"	"	"	"	"	"	
cis-1,2-Dichloroethene	ND	40	100	"	"	"	"	"	"	
Chloroform	ND	10	20	"	"	"	"	"	"	
Bromochloromethane	ND	40	100	"	"	"	"	"	"	
1,1,1-Trichloroethane	ND	40	100	"	"	"	"	"	"	
1,1-Dichloropropene	ND	40	100	"	"	"	"	"	"	
Carbon tetrachloride	ND	10	20	"	"	"	"	"	"	
1,2-Dichloroethane (EDC)	ND	10	20	"	"	"	"	"	"	
Benzene	**20**	10	20	"	"	"	"	"	"	B-03, J
Trichloroethene	ND	10	20	"	"	"	"	"	"	
1,2-Dichloropropane	ND	40	100	"	"	"	"	"	"	
Bromodichloromethane	ND	40	100	"	"	"	"	"	"	
Dibromomethane	ND	40	100	"	"	"	"	"	"	
cis-1,3-Dichloropropene	ND	40	100	"	"	"	"	"	"	
Toluene	ND	80	200	"	"	"	"	"	"	
trans-1,3-Dichloropropene	ND	40	100	"	"	"	"	"	"	
1,1,2-Trichloroethane	ND	40	100	"	"	"	"	"	"	
1,2-Dibromoethane (EDB)	ND	40	100	"	"	"	"	"	"	
1,3-Dichloropropane	ND	40	100	"	"	"	"	"	"	
Tetrachloroethene	ND	20	20	"	"	"	"	"	"	
Dibromochloromethane	ND	40	100	"	"	"	"	"	"	
Chlorobenzene	ND	10	20	"	"	"	"	"	"	
Ethylbenzene	ND	40	100	"	"	"	"	"	"	

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Volatile Organic Compounds by H&P 8260SV

H&P Mobile Geochemistry, Inc.

Analyte	Result	MDL	Reporting Limit	Units	Dilution Factor	Batch	Prepared	Analyzed	Method	Notes
SV-3-20 (E908033-03) Vapor	**Sampled: 07-Aug-19**	**Received: 07-Aug-19**								**J- Report**
1,1,1,2-Tetrachloroethane	ND	40	100	ug/m3	0.01	EH90702	07-Aug-19	07-Aug-19	H&P 8260SV	
m,p-Xylene	ND	40	100	"	"	"	"	"	"	
o-Xylene	ND	40	100	"	"	"	"	"	"	
Styrene	ND	40	100	"	"	"	"	"	"	
Bromoform	ND	40	100	"	"	"	"	"	"	
Isopropylbenzene (Cumene)	ND	40	100	"	"	"	"	"	"	
1,1,2,2-Tetrachloroethane	ND	40	100	"	"	"	"	"	"	
1,2,3-Trichloropropane	ND	40	100	"	"	"	"	"	"	
n-Propylbenzene	ND	40	100	"	"	"	"	"	"	
Bromobenzene	ND	40	100	"	"	"	"	"	"	
1,3,5-Trimethylbenzene	ND	40	100	"	"	"	"	"	"	
2-Chlorotoluene	ND	40	100	"	"	"	"	"	"	
4-Chlorotoluene	ND	40	100	"	"	"	"	"	"	
tert-Butylbenzene	ND	40	100	"	"	"	"	"	"	
1,2,4-Trimethylbenzene	ND	40	100	"	"	"	"	"	"	
sec-Butylbenzene	ND	40	100	"	"	"	"	"	"	
p-Isopropyltoluene	ND	40	100	"	"	"	"	"	"	
1,3-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
1,4-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
n-Butylbenzene	ND	40	100	"	"	"	"	"	"	
1,2-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
1,2-Dibromo-3-chloropropane	ND	400	1000	"	"	"	"	"	"	
1,2,4-Trichlorobenzene	ND	40	100	"	"	"	"	"	"	
Hexachlorobutadiene	ND	40	100	"	"	"	"	"	"	
Naphthalene	ND	20	20	"	"	"	"	"	"	
1,2,3-Trichlorobenzene	ND	40	100	"	"	"	"	"	"	
Surrogate: Dibromofluoromethane			*107 %*	*75-125*		"	"	"	"	
Surrogate: 1,2-Dichloroethane-d4			*113 %*	*75-125*		"	"	"	"	
Surrogate: Toluene-d8			*97.5 %*	*75-125*		"	"	"	"	
Surrogate: 4-Bromofluorobenzene			*87.4 %*	*75-125*		"	"	"	"	

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3303 N. San Fernando Blvd.	Project Number: A9622-77-03 / S Soto St	Reported:
Burbank, CA 91504	Project Manager: Mike Conkle	11-Sep-19 12:32

Volatile Organic Compounds by H&P 8260SV

H&P Mobile Geochemistry, Inc.

Analyte	Result	MDL	Reporting Limit	Units	Dilution Factor	Batch	Prepared	Analyzed	Method	Notes
SV-4-20 (E908033-04) Vapor Sampled: 07-Aug-19 Received: 07-Aug-19										**J- Report**
1,1-Difluoroethane (LCC)	ND		100	ug/m3	0.01	EH90702	07-Aug-19	07-Aug-19	H&P 8260SV	
Dichlorodifluoromethane (F12)	ND	40	100	"	"	"	"	"	"	
Chloromethane	ND	40	100	"	"	"	"	"	"	
Vinyl chloride	ND	10	10	"	"	"	"	"	"	
Bromomethane	ND	40	100	"	"	"	"	"	"	
Chloroethane	ND	40	100	"	"	"	"	"	"	
Trichlorofluoromethane (F11)	ND	40	100	"	"	"	"	"	"	
1,1-Dichloroethene	ND	40	100	"	"	"	"	"	"	
1,1,2 Trichlorotrifluoroethane (F113)	ND	40	100	"	"	"	"	"	"	
Methylene chloride (Dichloromethane)	ND	40	100	"	"	"	"	"	"	
Methyl tertiary-butyl ether (MTBE)	ND	40	100	"	"	"	"	"	"	
trans-1,2-Dichloroethene	ND	40	100	"	"	"	"	"	"	
1,1-Dichloroethane	ND	40	100	"	"	"	"	"	"	
2,2-Dichloropropane	ND	40	100	"	"	"	"	"	"	
cis-1,2-Dichloroethene	ND	40	100	"	"	"	"	"	"	
Chloroform	ND	10	20	"	"	"	"	"	"	
Bromochloromethane	ND	40	100	"	"	"	"	"	"	
1,1,1-Trichloroethane	ND	40	100	"	"	"	"	"	"	
1,1-Dichloropropene	ND	40	100	"	"	"	"	"	"	
Carbon tetrachloride	ND	10	20	"	"	"	"	"	"	
1,2-Dichloroethane (EDC)	ND	10	20	"	"	"	"	"	"	
Benzene	**50**	10	20	"	"	"	"	"	"	B-03
Trichloroethene	ND	10	20	"	"	"	"	"	"	
1,2-Dichloropropane	ND	40	100	"	"	"	"	"	"	
Bromodichloromethane	ND	40	100	"	"	"	"	"	"	
Dibromomethane	ND	40	100	"	"	"	"	"	"	
cis-1,3-Dichloropropene	ND	40	100	"	"	"	"	"	"	
Toluene	**90**	80	200	"	"	"	"	"	"	J
trans-1,3-Dichloropropene	ND	40	100	"	"	"	"	"	"	
1,1,2-Trichloroethane	ND	40	100	"	"	"	"	"	"	
1,2-Dibromoethane (EDB)	ND	40	100	"	"	"	"	"	"	
1,3-Dichloropropane	ND	40	100	"	"	"	"	"	"	
Tetrachloroethene	**20**	20	20	"	"	"	"	"	"	J
Dibromochloromethane	ND	40	100	"	"	"	"	"	"	
Chlorobenzene	ND	10	20	"	"	"	"	"	"	
Ethylbenzene	ND	40	100	"	"	"	"	"	"	

H&P Mobile
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Geocon Consultants, Inc. - Burbank	Project: GC080719-L6 Rev	
3303 N. San Fernando Blvd.	Project Number: A9622-77-03 / S Soto St	Reported:
Burbank, CA 91504	Project Manager: Mike Conkle	11-Sep-19 12:32

Volatile Organic Compounds by H&P 8260SV

H&P Mobile Geochemistry, Inc.

Analyte	Result	MDL	Reporting Limit	Units	Dilution Factor	Batch	Prepared	Analyzed	Method	Notes
SV-4-20 (E908033-04) Vapor	**Sampled: 07-Aug-19**	**Received: 07-Aug-19**								**J- Report**
1,1,1,2-Tetrachloroethane	ND	40	100	ug/m3	0.01	EH90702	07-Aug-19	07-Aug-19	H&P 8260SV	
m,p-Xylene	**40**	40	100	"	"	"	"	"	"	J
o-Xylene	ND	40	100	"	"	"	"	"	"	
Styrene	ND	40	100	"	"	"	"	"	"	
Bromoform	ND	40	100	"	"	"	"	"	"	
Isopropylbenzene (Cumene)	ND	40	100	"	"	"	"	"	"	
1,1,2,2-Tetrachloroethane	ND	40	100	"	"	"	"	"	"	
1,2,3-Trichloropropane	ND	40	100	"	"	"	"	"	"	
n-Propylbenzene	ND	40	100	"	"	"	"	"	"	
Bromobenzene	ND	40	100	"	"	"	"	"	"	
1,3,5-Trimethylbenzene	ND	40	100	"	"	"	"	"	"	
2-Chlorotoluene	ND	40	100	"	"	"	"	"	"	
4-Chlorotoluene	ND	40	100	"	"	"	"	"	"	
tert-Butylbenzene	ND	40	100	"	"	"	"	"	"	
1,2,4-Trimethylbenzene	ND	40	100	"	"	"	"	"	"	
sec-Butylbenzene	ND	40	100	"	"	"	"	"	"	
p-Isopropyltoluene	ND	40	100	"	"	"	"	"	"	
1,3-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
1,4-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
n-Butylbenzene	ND	40	100	"	"	"	"	"	"	
1,2-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
1,2-Dibromo-3-chloropropane	ND	400	1000	"	"	"	"	"	"	
1,2,4-Trichlorobenzene	ND	40	100	"	"	"	"	"	"	
Hexachlorobutadiene	ND	40	100	"	"	"	"	"	"	
Naphthalene	ND	20	20	"	"	"	"	"	"	
1,2,3-Trichlorobenzene	ND	40	100	"	"	"	"	"	"	

Surrogate: Dibromofluoromethane	*99.4 %*	*75-125*	"	"	"	"
Surrogate: 1,2-Dichloroethane-d4	*112 %*	*75-125*	"	"	"	"
Surrogate: Toluene-d8	*99.2 %*	*75-125*	"	"	"	"
Surrogate: 4-Bromofluorobenzene	*89.2 %*	*75-125*	"	"	"	"

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Geocon Consultants, Inc. - Burbank	Project: GC080719-L6 Rev	
3303 N. San Fernando Blvd.	Project Number: A9622-77-03 / S Soto St	Reported:
Burbank, CA 91504	Project Manager: Mike Conkle	11-Sep-19 12:32

Volatile Organic Compounds by H&P 8260SV

H&P Mobile Geochemistry, Inc.

Analyte	Result	MDL	Reporting Limit	Units	Dilution Factor	Batch	Prepared	Analyzed	Method	Notes
SV-5-20 (E908033-05) Vapor Sampled: 07-Aug-19 Received: 07-Aug-19										**J- Report**
1,1-Difluoroethane (LCC)	ND		100	ug/m3	0.01	EH90702	07-Aug-19	07-Aug-19	H&P 8260SV	
Dichlorodifluoromethane (F12)	ND	40	100	"	"	"	"	"	"	
Chloromethane	ND	40	100	"	"	"	"	"	"	
Vinyl chloride	ND	10	10	"	"	"	"	"	"	
Bromomethane	ND	40	100	"	"	"	"	"	"	
Chloroethane	ND	40	100	"	"	"	"	"	"	
Trichlorofluoromethane (F11)	ND	40	100	"	"	"	"	"	"	
1,1-Dichloroethene	ND	40	100	"	"	"	"	"	"	
1,1,2 Trichlorotrifluoroethane (F113)	ND	40	100	"	"	"	"	"	"	
Methylene chloride (Dichloromethane)	ND	40	100	"	"	"	"	"	"	
Methyl tertiary-butyl ether (MTBE)	ND	40	100	"	"	"	"	"	"	
trans-1,2-Dichloroethene	ND	40	100	"	"	"	"	"	"	
1,1-Dichloroethane	ND	40	100	"	"	"	"	"	"	
2,2-Dichloropropane	ND	40	100	"	"	"	"	"	"	
cis-1,2-Dichloroethene	ND	40	100	"	"	"	"	"	"	
Chloroform	ND	10	20	"	"	"	"	"	"	
Bromochloromethane	ND	40	100	"	"	"	"	"	"	
1,1,1-Trichloroethane	ND	40	100	"	"	"	"	"	"	
1,1-Dichloropropene	ND	40	100	"	"	"	"	"	"	
Carbon tetrachloride	ND	10	20	"	"	"	"	"	"	
1,2-Dichloroethane (EDC)	ND	10	20	"	"	"	"	"	"	
Benzene	**50**	10	20	"	"	"	"	"	"	B-03
Trichloroethene	ND	10	20	"	"	"	"	"	"	
1,2-Dichloropropane	ND	40	100	"	"	"	"	"	"	
Bromodichloromethane	ND	40	100	"	"	"	"	"	"	
Dibromomethane	ND	40	100	"	"	"	"	"	"	
cis-1,3-Dichloropropene	ND	40	100	"	"	"	"	"	"	
Toluene	ND	80	200	"	"	"	"	"	"	
trans-1,3-Dichloropropene	ND	40	100	"	"	"	"	"	"	
1,1,2-Trichloroethane	ND	40	100	"	"	"	"	"	"	
1,2-Dibromoethane (EDB)	ND	40	100	"	"	"	"	"	"	
1,3-Dichloropropane	ND	40	100	"	"	"	"	"	"	
Tetrachloroethene	**80**	20	20	"	"	"	"	"	"	
Dibromochloromethane	ND	40	100	"	"	"	"	"	"	
Chlorobenzene	ND	10	20	"	"	"	"	"	"	
Ethylbenzene	ND	40	100	"	"	"	"	"	"	

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Geocon Consultants, Inc. - Burbank	Project: GC080719-L6 Rev	
3303 N. San Fernando Blvd.	Project Number: A9622-77-03 / S Soto St	Reported:
Burbank, CA 91504	Project Manager: Mike Conkle	11-Sep-19 12:32

Volatile Organic Compounds by H&P 8260SV

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Analyte	Result	MDL	Reporting Limit	Units	Dilution Factor	Batch	Prepared	Analyzed	Method	Notes
SV-5-20 (E908033-05) Vapor	**Sampled: 07-Aug-19**	**Received: 07-Aug-19**								**J- Report**
1,1,1,2-Tetrachloroethane	ND	40	100	ug/m3	0.01	EH90702	07-Aug-19	07-Aug-19	H&P 8260SV	
m,p-Xylene	ND	40	100	"	"	"	"	"	"	
o-Xylene	ND	40	100	"	"	"	"	"	"	
Styrene	ND	40	100	"	"	"	"	"	"	
Bromoform	ND	40	100	"	"	"	"	"	"	
Isopropylbenzene (Cumene)	ND	40	100	"	"	"	"	"	"	
1,1,2,2-Tetrachloroethane	ND	40	100	"	"	"	"	"	"	
1,2,3-Trichloropropane	ND	40	100	"	"	"	"	"	"	
n-Propylbenzene	ND	40	100	"	"	"	"	"	"	
Bromobenzene	ND	40	100	"	"	"	"	"	"	
1,3,5-Trimethylbenzene	ND	40	100	"	"	"	"	"	"	
2-Chlorotoluene	ND	40	100	"	"	"	"	"	"	
4-Chlorotoluene	ND	40	100	"	"	"	"	"	"	
tert-Butylbenzene	ND	40	100	"	"	"	"	"	"	
1,2,4-Trimethylbenzene	ND	40	100	"	"	"	"	"	"	
sec-Butylbenzene	ND	40	100	"	"	"	"	"	"	
p-Isopropyltoluene	ND	40	100	"	"	"	"	"	"	
1,3-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
1,4-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
n-Butylbenzene	ND	40	100	"	"	"	"	"	"	
1,2-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
1,2-Dibromo-3-chloropropane	ND	400	1000	"	"	"	"	"	"	
1,2,4-Trichlorobenzene	ND	40	100	"	"	"	"	"	"	
Hexachlorobutadiene	ND	40	100	"	"	"	"	"	"	
Naphthalene	ND	20	20	"	"	"	"	"	"	
1,2,3-Trichlorobenzene	ND	40	100	"	"	"	"	"	"	
Surrogate: Dibromofluoromethane			*103 %*	*75-125*		"	"	"	"	
Surrogate: 1,2-Dichloroethane-d4			*112 %*	*75-125*		"	"	"	"	
Surrogate: Toluene-d8			*99.5 %*	*75-125*		"	"	"	"	
Surrogate: 4-Bromofluorobenzene			*88.3 %*	*75-125*		"	"	"	"	

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Geocon Consultants, Inc. - Burbank	Project: GC080719-L6 Rev	
3303 N. San Fernando Blvd.	Project Number: A9622-77-03 / S Soto St	Reported:
Burbank, CA 91504	Project Manager: Mike Conkle	11-Sep-19 12:32

Volatile Organic Compounds by H&P 8260SV

H&P Mobile Geochemistry, Inc.

Analyte	Result	MDL	Reporting Limit	Units	Dilution Factor	Batch	Prepared	Analyzed	Method	Notes
SV-5-20 Rep (E908033-06) Vapor	**Sampled: 07-Aug-19**	**Received: 07-Aug-19**								**J- Report**
1,1-Difluoroethane (LCC)	ND		100	ug/m3	0.01	EH90702	07-Aug-19	07-Aug-19	H&P 8260SV	
Dichlorodifluoromethane (F12)	ND	40	100	"	"	"	"	"	"	
Chloromethane	ND	40	100	"	"	"	"	"	"	
Vinyl chloride	ND	10	10	"	"	"	"	"	"	
Bromomethane	ND	40	100	"	"	"	"	"	"	
Chloroethane	ND	40	100	"	"	"	"	"	"	
Trichlorofluoromethane (F11)	ND	40	100	"	"	"	"	"	"	
1,1-Dichloroethene	ND	40	100	"	"	"	"	"	"	
1,1,2 Trichlorotrifluoroethane (F113)	ND	40	100	"	"	"	"	"	"	
Methylene chloride (Dichloromethane)	ND	40	100	"	"	"	"	"	"	
Methyl tertiary-butyl ether (MTBE)	ND	40	100	"	"	"	"	"	"	
trans-1,2-Dichloroethene	ND	40	100	"	"	"	"	"	"	
1,1-Dichloroethane	ND	40	100	"	"	"	"	"	"	
2,2-Dichloropropane	ND	40	100	"	"	"	"	"	"	
cis-1,2-Dichloroethene	ND	40	100	"	"	"	"	"	"	
Chloroform	ND	10	20	"	"	"	"	"	"	
Bromochloromethane	ND	40	100	"	"	"	"	"	"	
1,1,1-Trichloroethane	ND	40	100	"	"	"	"	"	"	
1,1-Dichloropropene	ND	40	100	"	"	"	"	"	"	
Carbon tetrachloride	ND	10	20	"	"	"	"	"	"	
1,2-Dichloroethane (EDC)	ND	10	20	"	"	"	"	"	"	
Benzene	**70**	10	20	"	"	"	"	"	"	B-03
Trichloroethene	ND	10	20	"	"	"	"	"	"	
1,2-Dichloropropane	ND	40	100	"	"	"	"	"	"	
Bromodichloromethane	ND	40	100	"	"	"	"	"	"	
Dibromomethane	ND	40	100	"	"	"	"	"	"	
cis-1,3-Dichloropropene	ND	40	100	"	"	"	"	"	"	
Toluene	**80**	80	200	"	"	"	"	"	"	J
trans-1,3-Dichloropropene	ND	40	100	"	"	"	"	"	"	
1,1,2-Trichloroethane	ND	40	100	"	"	"	"	"	"	
1,2-Dibromoethane (EDB)	ND	40	100	"	"	"	"	"	"	
1,3-Dichloropropane	ND	40	100	"	"	"	"	"	"	
Tetrachloroethene	**90**	20	20	"	"	"	"	"	"	
Dibromochloromethane	ND	40	100	"	"	"	"	"	"	
Chlorobenzene	ND	10	20	"	"	"	"	"	"	
Ethylbenzene	ND	40	100	"	"	"	"	"	"	

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Geocon Consultants, Inc. - Burbank	Project: GC080719-L6 Rev	
3303 N. San Fernando Blvd.	Project Number: A9622-77-03 / S Soto St	Reported:
Burbank, CA 91504	Project Manager: Mike Conkle	11-Sep-19 12:32

Volatile Organic Compounds by H&P 8260SV

H&P Mobile Geochemistry, Inc.

Analyte	Result	MDL	Reporting Limit	Units	Dilution Factor	Batch	Prepared	Analyzed	Method	Notes
SV-5-20 Rep (E908033-06) Vapor	**Sampled: 07-Aug-19**	**Received: 07-Aug-19**								**J- Report**
1,1,1,2-Tetrachloroethane	ND	40	100	ug/m3	0.01	EH90702	07-Aug-19	07-Aug-19	H&P 8260SV	
m,p-Xylene	ND	40	100	"	"	"	"	"	"	
o-Xylene	ND	40	100	"	"	"	"	"	"	
Styrene	ND	40	100	"	"	"	"	"	"	
Bromoform	ND	40	100	"	"	"	"	"	"	
Isopropylbenzene (Cumene)	ND	40	100	"	"	"	"	"	"	
1,1,2,2-Tetrachloroethane	ND	40	100	"	"	"	"	"	"	
1,2,3-Trichloropropane	ND	40	100	"	"	"	"	"	"	
n-Propylbenzene	ND	40	100	"	"	"	"	"	"	
Bromobenzene	ND	40	100	"	"	"	"	"	"	
1,3,5-Trimethylbenzene	ND	40	100	"	"	"	"	"	"	
2-Chlorotoluene	ND	40	100	"	"	"	"	"	"	
4-Chlorotoluene	ND	40	100	"	"	"	"	"	"	
tert-Butylbenzene	ND	40	100	"	"	"	"	"	"	
1,2,4-Trimethylbenzene	ND	40	100	"	"	"	"	"	"	
sec-Butylbenzene	ND	40	100	"	"	"	"	"	"	
p-Isopropyltoluene	ND	40	100	"	"	"	"	"	"	
1,3-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
1,4-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
n-Butylbenzene	ND	40	100	"	"	"	"	"	"	
1,2-Dichlorobenzene	ND	40	100	"	"	"	"	"	"	
1,2-Dibromo-3-chloropropane	ND	400	1000	"	"	"	"	"	"	
1,2,4-Trichlorobenzene	ND	40	100	"	"	"	"	"	"	
Hexachlorobutadiene	ND	40	100	"	"	"	"	"	"	
Naphthalene	ND	20	20	"	"	"	"	"	"	
1,2,3-Trichlorobenzene	ND	40	100	"	"	"	"	"	"	
Surrogate: Dibromofluoromethane			*104 %*	*75-125*		"	"	"	"	
Surrogate: 1,2-Dichloroethane-d4			*113 %*	*75-125*		"	"	"	"	
Surrogate: Toluene-d8			*99.4 %*	*75-125*		"	"	"	"	
Surrogate: 4-Bromofluorobenzene			*89.9 %*	*75-125*		"	"	"	"	

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Geocon Consultants, Inc. - Burbank	Project: GC080719-L6 Rev	
3303 N. San Fernando Blvd.	Project Number: A9622-77-03 / S Soto St	Reported:
Burbank, CA 91504	Project Manager: Mike Conkle	11-Sep-19 12:32

Volatile Organic Compounds by H&P 8260SV - Quality Control

H&P Mobile Geochemistry, Inc.

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch EH90702 - EPA 5030										
Blank (EH90702-BLK1)				Prepared & Analyzed: 07-Aug-19						
1,1-Difluoroethane (LCC)	ND	100	ug/m3							
Dichlorodifluoromethane (F12)	ND	100	"							
Chloromethane	ND	100	"							
Vinyl chloride	ND	10	"							
Bromomethane	ND	100	"							
Chloroethane	ND	100	"							
Trichlorofluoromethane (F11)	ND	100	"							
1,1-Dichloroethene	ND	100	"							
1,1,2 Trichlorotrifluoroethane (F113)	ND	100	"							
Methylene chloride (Dichloromethane)	ND	100	"							
Methyl tertiary-butyl ether (MTBE)	ND	100	"							
trans-1,2-Dichloroethene	ND	100	"							
1,1-Dichloroethane	ND	100	"							
2,2-Dichloropropane	ND	100	"							
cis-1,2-Dichloroethene	ND	100	"							
Chloroform	ND	20	"							
Bromochloromethane	ND	100	"							
1,1,1-Trichloroethane	ND	100	"							
1,1-Dichloropropene	ND	100	"							
Carbon tetrachloride	ND	20	"							
1,2-Dichloroethane (EDC)	ND	20	"							
Benzene	20	20	"							B-03, J
Trichloroethene	ND	20	"							
1,2-Dichloropropane	ND	100	"							
Bromodichloromethane	ND	100	"							
Dibromomethane	ND	100	"							
cis-1,3-Dichloropropene	ND	100	"							
Toluene	ND	200	"							
trans-1,3-Dichloropropene	ND	100	"							
1,1,2-Trichloroethane	ND	100	"							
1,2-Dibromoethane (EDB)	ND	100	"							
1,3-Dichloropropane	ND	100	"							
Tetrachloroethene	ND	20	"							
Dibromochloromethane	ND	100	"							

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Geocon Consultants, Inc. - Burbank	Project: GC080719-L6 Rev	
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Burbank, CA 91504	Project Manager: Mike Conkle	11-Sep-19 12:32

Volatile Organic Compounds by H&P 8260SV - Quality Control

H&P Mobile Geochemistry, Inc.

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch EH90702 - EPA 5030										
Blank (EH90702-BLK1)				Prepared & Analyzed: 07-Aug-19						
Chlorobenzene	ND	20	ug/m3							
Ethylbenzene	ND	100	"							
1,1,1,2-Tetrachloroethane	ND	100	"							
m,p-Xylene	ND	100	"							
o-Xylene	ND	100	"							
Styrene	ND	100	"							
Bromoform	ND	100	"							
Isopropylbenzene (Cumene)	ND	100	"							
1,1,2,2-Tetrachloroethane	ND	100	"							
1,2,3-Trichloropropane	ND	100	"							
n-Propylbenzene	ND	100	"							
Bromobenzene	ND	100	"							
1,3,5-Trimethylbenzene	ND	100	"							
2-Chlorotoluene	ND	100	"							
4-Chlorotoluene	ND	100	"							
tert-Butylbenzene	ND	100	"							
1,2,4-Trimethylbenzene	ND	100	"							
sec-Butylbenzene	ND	100	"							
p-Isopropyltoluene	ND	100	"							
1,3-Dichlorobenzene	ND	100	"							
1,4-Dichlorobenzene	ND	100	"							
n-Butylbenzene	ND	100	"							
1,2-Dichlorobenzene	ND	100	"							
1,2-Dibromo-3-chloropropane	ND	1000	"							
1,2,4-Trichlorobenzene	ND	100	"							
Hexachlorobutadiene	ND	100	"							
Naphthalene	ND	20	"							
1,2,3-Trichlorobenzene	ND	100	"							
Surrogate: Dibromofluoromethane	*524*		*"*	*500*		*105*	*75-125*			
Surrogate: 1,2-Dichloroethane-d4	*533*		*"*	*500*		*107*	*75-125*			
Surrogate: Toluene-d8	*476*		*"*	*500*		*95.1*	*75-125*			
Surrogate: 4-Bromofluorobenzene	*449*		*"*	*500*		*89.7*	*75-125*			

H&P Mobile
Geochemistry Inc.

2470 Impala Drive
Carlsbad, CA 92010
760-804-9678 Phone
760-804-9159 Fax

Geocon Consultants, Inc. - Burbank	Project: GC080719-L6 Rev	
3303 N. San Fernando Blvd.	Project Number: A9622-77-03 / S Soto St	Reported:
Burbank, CA 91504	Project Manager: Mike Conkle	11-Sep-19 12:32

Volatile Organic Compounds by H&P 8260SV - Quality Control

H&P Mobile Geochemistry, Inc.

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch EH90702 - EPA 5030										
LCS (EH90702-BS1)				Prepared & Analyzed: 07-Aug-19						
Dichlorodifluoromethane (F12)	3700	400	ug/m3	5000		73.6	70-130			
Vinyl chloride	4400	40	"	5000		88.2	70-130			
Chloroethane	4700	400	"	5000		94.7	70-130			
Trichlorofluoromethane (F11)	4300	400	"	5000		86.7	70-130			
1,1-Dichloroethene	4100	400	"	5000		82.0	70-130			
1,1,2 Trichlorotrifluoroethane (F113)	4400	400	"	5000		88.8	70-130			
Methylene chloride (Dichloromethane)	4400	400	"	5000		88.8	70-130			
trans-1,2-Dichloroethene	4200	400	"	5000		83.5	70-130			
1,1-Dichloroethane	4200	400	"	5000		84.4	70-130			
cis-1,2-Dichloroethene	4300	400	"	5000		85.2	70-130			
Chloroform	4300	80	"	5000		86.8	70-130			
1,1,1-Trichloroethane	3900	400	"	5000		77.9	70-130			
Carbon tetrachloride	3600	80	"	5000		71.7	70-130			
1,2-Dichloroethane (EDC)	4700	80	"	5000		93.5	70-130			
Benzene	3900	80	"	5000		78.2	70-130			
Trichloroethene	4600	80	"	5000		91.4	70-130			
Toluene	3900	800	"	5000		78.9	70-130			
1,1,2-Trichloroethane	4900	400	"	5000		97.3	70-130			
Tetrachloroethene	3700	80	"	5000		73.7	70-130			
Ethylbenzene	3900	400	"	5000		77.2	70-130			
1,1,1,2-Tetrachloroethane	3800	400	"	5000		76.1	70-130			
m,p-Xylene	7700	400	"	10000		77.4	70-130			
o-Xylene	3900	400	"	5000		78.0	70-130			
1,1,2,2-Tetrachloroethane	4900	400	"	5000		98.9	70-130			
Surrogate: Dibromofluoromethane	*2110*		"	*2500*		*84.2*	*75-125*			
Surrogate: 1,2-Dichloroethane-d4	*2160*		"	*2500*		*86.4*	*75-125*			
Surrogate: Toluene-d8	*1880*		"	*2500*		*75.1*	*75-125*			
Surrogate: 4-Bromofluorobenzene	*1900*		"	*2500*		*75.8*	*75-125*			

H&P Mobile
Geochemistry Inc.

2470 Impala Drive
Carlsbad, CA 92010
760-804-9678 Phone
760-804-9159 Fax

Geocon Consultants, Inc. - Burbank	Project: GC080719-L6 Rev	
3303 N. San Fernando Blvd.	Project Number: A9622-77-03 / S Soto St	Reported:
Burbank, CA 91504	Project Manager: Mike Conkle	11-Sep-19 12:32

Notes and Definitions

J- Report	This sample is reported to the MDL or LOD determined for this method. All confirmed hits above the listed MDL or LOD value and below the RL/LOQ, will be flagged with a "J" result. If an MDL or LOD is not listed, the analyte is ND at the RL.
J	Detected but below the RL/LOQ; therefore, result is an estimated concentration.
J	Detected but below the RL/LOQ; therefore, result is an estimated concentration.
B-03	Analyte present in the blank above the reported MDL but below the reporting limit.
B-03	Analyte present in the blank above the reported MDL but below the reporting limit.
LCC	Leak Check Compound
ND	Analyte NOT DETECTED at or above the reporting limit
MDL	Method Detection Limit
%REC	Percent Recovery
RPD	Relative Percent Difference

All soil results are reported in wet weight.

Appendix

H&P Mobile Geochemistry, Inc. is approved as an Environmental Testing Laboratory and Mobile Laboratory in accordance with the DoD-ELAP Program and ISO/IEC 17025:2005 programs through PJLA, accreditation number 69070 for EPA Method TO-15, H&P Method TO-15, EPA Method 8260B and H&P 8260SV.

H&P is approved by the State of California as an Environmental Laboratory and Mobile Laboratory in conformance with the Environmental Laboratory Accreditation Program (ELAP) for the category of Volatile and Semi-Volatile Organic Chemistry of Hazardous Waste, certification numbers 2740, 2741, 2743 & 2745.

H&P is approved by the State of Louisiana Department of Environmental Quality under the National Environmental Laboratory Accreditation Conference (NELAC) certification number 04138.

The complete list of stationary and mobile laboratory certifications along with the fields of testing (FOTs) and analyte lists are available at www.handpmg.com/about/certifications.

Mobile Geochemistry, Inc.

2470 Impala Drive, Carlsbad, CA 92010
& Field Office - Signal Hill, CA
W handpmg.com E info@handpmg.com

VAPOR / AIR Chain of Custody

DATE: 8/7/19
Page 1 of 1

Lab Client and Project Information

Lab Client/Consultant: Geocon Consultants, Inc.	Project Name / #: A9622-77-03
Lab Client Project Manager: Mike Conkle	Project Location: 119-121 S. Soto St.
Lab Client Address: 3303 N. San Fernando Blvd	Report E-Mail(s): conkle@geoconinc.com
Lab Client City, State, Zip: Burbank CA 91504	
Phone Number: 818-841-8388 ext. 116	

Sample Receipt (Lab Use Only)

Date Rec'd: 8/7/19	Control #: 190682.01
H&P Project # GC080719-L6	
Lab Work Order # E908033	
Sample Intact: ☐ Yes ☐ No ☐ See Notes Below	
Receipt Gauge ID:	Temp:
Outside Lab:	
Receipt Notes/Tracking #:	
Lab PM Initials:	

Reporting Requirements

☒ Standard Report ☐ Level III ☐ Level IV
☐ Excel EDD ☐ Other EDD: _____
☐ CA Geotracker Global ID: _____

Turnaround Time

☐ **Standard** (7 days for preliminary report, 10 days for final report)
☐ **Rush** (specify): _____

Sampler Information

Sampler(s): J. Arellano
Signature:
Date: 08/07/19

Additional Instructions to Laboratory: EH90702 9/5/19 Report to MDL yes

Preferred VOC units (please choose one):
☐ µg/L ☒ µg/m³ ☐ ppbv ☐ ppmv

SAMPLE NAME	FIELD POINT NAME (if applicable)	DATE mm/dd/yy	TIME 24hr clock	SAMPLE TYPE Indoor Air (IA), Ambient Air (AA), Subslab (SS), Soil Vapor (SV)	CONTAINER SIZE & TYPE 400mL/1L/6L Summa, Tedlar, Tube, etc.	CONTAINER ID (###)	Lab use only: Receipt Vac	VOCs Standard Full List ☒ 8260SV ☐ TO-15	VOCs Short List / Project List ☐ 8260SV ☐ TO-15	Oxygenates ☐ 8260SV ☐ TO-15	Naphthalene ☐ 8260SV ☐ TO-15	TPHv as Gas ☐ 8260SVm ☐ TO-15m	Aromatic/Aliphatic Fractions ☐ 8260SVm ☐ TO-15m	Leak Check Compound ☒ DFA ☐ IPA ☐ He	Methane by EPA 8015m	Fixed Gases by ASTM D1945 ☐ CO2 ☐ O2 ☐ N2				
SV-1-20		08/07/19	0943	SV	Glass Syringe	287/288		X						X						
SV-2-20			1005			232/303		X						X						
SV-3-20			1029			287/288		X						X						
SV-4-20			1053			232/303		X						X						
SV-5-20			1117			287/288		X						X						
SV-5-20 Rep		8/8/19	1140			232/303		X						X						

	Company:	Date:	Time:		Company:	Date:	Time:
Approved/Relinquished by:	Geocon	8/7/19	12:10	Received by:	H&P	8/7/19	12:10
Approved/Relinquished by:				Received by:			
Approved/Relinquished by:				Received by:			

*Approval constitutes as authorization to proceed with analysis and acceptance of conditions on back

H&P Mobile Geochemistry Inc.

Log Sheet: Soil Vapor Sampling with Syringe

H&P Project #: GC080719-L6 Date: 8/7/2019

Site Address: 119-121 S Soto St Page: of

Consultant: Geocon Consultants, Inc H&P Rep(s): Sean Kohlbeck

Consultant Rep(s): Mike Conkle Eric Corson

Reviewed: NA

Scanned: YES

Equipment Info
Inline Gauge ID#:
Pump ID#: 012

Purge Volume Information
PV Amount: 3PV PV Includes: ☑ Tubing ☑ Sand 40% ☑ Dry Bent 50%

Leak Check Compound ☑ 1,1-DFA ☐ 1,1,1,2-TFA ☐ IPA ☐ Other:
A cloth saturated with LCC is placed around tubing connections and probe seal. This is done for all samples unless otherwise noted.

Resample Key:
RS = Resample
RD = for Dilution
RL = lor LCC fail

	Sample Information				Probe Specs							Purge & Collection Information						
	Point ID	Syringe ID	Sample Volume (cc)	Sample Time	Probe Depth (ft)	Tubing Length (ft)	Tubing OD (in.)	Sand Ht (in.)	Sand Dia (in.)	Dry Bent. Ht (in.)	Dry Bent. Dia (in.)	Shut In Test 60 sec (✓)	Leak Check (✓)	Purge Vol (mL)	Purge Flow Rate (mL/min)	Pump Time (min:sec)	Sample Flow Rate (mL/min)	ProbeVac ☐ Hg ☑ H_2O
1	SV-1-20	287/288	100	0943	20	22	1/8	12	1.5	6	1.5	✓	✓	740	200	3:42	<200	10
2	SV-2-20	303/232	100	1005	20	22	1/8	12	1.5	6	1.5	✓	✓	740	200	3:42	<200	5
3	SV-3-20	288/287	100	1029	20	22	1/8	12	1.5	6	1.5	✓	✓	740	200	3:42	<200	10
4	SV-4-20	232/303	100	1053	20	22	1/8	12	1.5	6	1.5	✓	✓	740	200	3:42	<200	25
5	SV-5-20	288/287	100	1117	20	22	1/8	12	1.5	6	1.5	✓	✓	740	200	3:42	<200	20
6	SV-5-20 Rep	303/232	100	1140	20	22	1/8	12	1.5	6	1.5	✓	✓	840	–	–	<200	–
7																		
8																		
9																		
10																		
11																		
12																		

Site Notes such as weather, visitors, scope deviations, health & safety issues, etc. (When making sample specific notes, reference the line number above):

H&P Mobile Geochemistry Inc.

INVOICE

TO:
GEOCON
3303 North Fernando Boulevard
Suite 100
Burbank, CA 91504

Invoice No.: **19-0685**

Invoice Date: Aug 19, 2019

Project Info:
P. Manager - Mike Conkle
119-121 South Soto Street
Los Angeles, CA

Client Project No.:
A9622-77-03
H&P Proj. No.:
GC080719-L6

Qty.	Item	Unit Price	Extended
1	Strataprobe & 1 Technician - 8/7/19 half day	1,250.00	1,250.00
4	Tech Prevailing Wage (per hour)	65.00	260.00
1	Sampling Consumables (half day)	75.00	75.00
5	Temporary Vapor Probe (each)	10.00	50.00
1	Mobile Lab & Chemist (H&P 8260SV Analyses) - 8/7/19 half day	1,350.00	1,350.00
2	Mobilization Fee (per person / per day)	150.00	300.00

Total Invoice Amount **$3,285.00**

Terms: Net 30: 1.5% interest/mo. thereafter.
Federal Tax ID: 26-2246893

Make check payable to H&P Mobile Geochemistry, Inc.
Remit to 2470 Impala Drive, Carlsbad, CA 92010

2470 Impala Drive, Carlsbad, CA 92010 & Field Office - Signal Hill, CA
P 1.800.834.9888 / 760.804.9678 F 760.804.9159 W handpmg.com

Fact Sheet: Development on Properties with a Vapor Intrusion Threat – July 2019

The San Francisco Bay Regional Water Board (Regional Water Board) oversees an increasing number of cleanups at properties where volatile organic compounds (VOCs) are present in soil vapor and development is occurring. These VOCs can pose a health threat to building occupants if they migrate into buildings through vapor intrusion (VI). We will continue to require site cleanup where threats to human health or the environment exist. However, we recognize that achieving cleanup standards may take years given currently available remedial technologies, and therefore interim protective measures may be needed. Typically, VI mitigation systems (VIMS) are installed in the interim to mitigate VI threats. VIMS are not a substitute for cleanup. Operation, maintenance, and monitoring (OM&M) and agency oversight are typically warranted to ensure effectiveness. The Regional Water Board's approach to regulating VIMS has evolved since the 2014 release of our *Framework for Assessment of Vapor Intrusion at TCE-Contaminated Sites in the San Francisco Bay Region* (VI Framework). This fact sheet is intended to provide developers, cities, homeowners associations, and the public a summary of expectations for development at sites were VI may pose a threat.

Types of VIMS

Traditional VIMS for the soil vapor intrusion pathway can be divided into two main categories: Subslab Depressurization Systems (SSDS) and Vented VIMS. SSDS rely on active electromechanical means to divert subslab vapors and generate a constant negative pressure beneath a building's slab foundation to prevent contaminated vapors from migrating up into the building. Vented VIMS rely on passive or active mechanisms (e.g., thermal gradients, wind driven ventilation, or powered fans) to dilute vapors beneath the building and vent them into the outdoor air.

Updated Approach to VIMS

In the 2014 VI Framework, the Regional Water Board expressed a preference for passive venting systems, which have fewer moving parts and potentially require less maintenance, and we typically did not require monitoring after occupancy. Since 2014, our concerns about long-term effectiveness of VIMS have increased due to awareness of failures and limited monitoring at buildings with VIMS. We now prefer SSDS for slab on grade design because they provide greater protection and allow for simpler monitoring.

In 2019, the Regional Water Board also updated our approach to VI assessment by providing more stringent soil gas and groundwater VI Environmental Screening Levels (ESLs) based on empirical attenuation factors rather than those determined using the Johnson and Ettinger VI model. We also updated the ESL guidance to recommend verification of VI model predictions and evaluation of the sewer/utility conduit air pathway. See the ESL Webpage for more information.

Evaluating Effectiveness

For vented VIMS, ongoing monitoring of contaminant concentrations (subslab and/or indoor air) is needed to demonstrate effectiveness. Long-term monitoring of indoor air can be problematic because it requires access permission, is intrusive to occupants, and data interpretation can be challenging due to confounding factors from indoor and outdoor sources of VOCs. For SSDS, the measurement of cross-slab vapor pressure differential can be used to monitor if subsurface vapors are migrating into the building. Pressure differential monitoring can provide real-time, continuous readings more cost effectively than indoor air monitoring. This reduces the need for long-term indoor air monitoring except as a contingency measure.

Evaluating Operational Lifetime

The Regional Water Board encourages active cleanup to reduce or eliminate the ongoing need for VIMS. Therefore, the operational lifetime of the VIMS is related to the cleanup timeframe and may be years to decades until the VI threat is abated. OM&M and Regional Water Board oversight are needed for the entire duration to ensure

protectiveness. The operational lifetime of the VIMS will depend on site-specific data on the VI threat. An estimate of the operational lifetime should be included in the VIMS plans. The operational lifetime of the VIMS should be reevaluated as part of long-term monitoring reports and 5-year reviews conducted under our oversight. Soil vapor monitoring near the source of pollution where the VIMS is installed provides the best evidence to evaluate the VI threat and evaluate when VIMS are no longer needed. VIMS operation can be discontinued when we determine that the VI threat has ceased.

Regional Water Board Oversight

For cases under Regional Water Board oversight, we should be informed early in the development planning process of VI issues and the need for VIMS. When we concur that VIMS are necessary, we will typically need to review the documents summarized in Table 1, below. All documents should be prepared under the direction of an appropriately licensed professional. In addition, some documents will also require approval by local agencies including, but not limited to; the local building department, local environmental health agency, air quality agency, and local water agency. Local building departments routinely rely on regulatory oversight agency concurrence with milestone documents before granting building permits or approving occupancy.

Table 1. Documents Needed for a VIMS

Document Title	Milestone
VIMS Plan(s) – Including VIMS design, OM&M, contingency plans, and financial assurance.	Pre-construction
VIMS Construction Completion Report – Including as-built drawings	Post-construction and pre-occupancy
Long-Term Monitoring Reports	Ongoing post-construction
Five-Year Review Reports	Every five years post-construction

Financial Assurance

Financial assurance is typically required to ensure sufficient funds are available to operate, maintain, and monitor the VIMS, and pay regulatory oversight cost recovery for the anticipated operational lifetime of the VIMS. Prior to construction, a financial assurance mechanism should be created to fund costs associated with the VIMS (e.g., OM&M, reporting, potential contingency measures, Regional Water Board oversight). Financial assurance may be in the form of a trust fund, surety bond, letter of credit, insurance, corporate guarantee, qualification as a self-insurer by a financial means test, or other acceptable mechanism. A detailed cost estimate should be provided to quantify the amount of the financial assurance needed and should be based on the length of time that residual contamination may pose a vapor intrusion risk, up to 30 years.

Expectations for Regulatory Review Timeframes

For planning purposes, assume the Regional Water Board will need 60 days per submittal for review. Actual review times may vary depending on workload and project complexity (e.g., alternative designs, site complexity). Expectations for our oversight and review timeframes should be explicitly discussed with the site's case manager.

Questions or Comments

For general questions about our VIMS guidance, contact ESLs.ESLs@waterboards.ca.gov. For questions regarding a specific site, contact the Regional Water Board case manager. Contact information for the case manager can be accessed on the GeoTracker database (https://geotracker.waterboards.ca.gov/). To request oversight on a project, refer to the "Requesting Oversight" information and complete the new case application on our Site Cleanup Webpage (https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/sitecleanupprogram.html#RequestingOversight).

Appendix H

Service Letters

Service Letters

AT & T

AT&T
100 W Alondra Bl
Suite A-202
Gardena, CA 90248

T: 3102932261
F: 9999999999
www.att.com

July 02, 2019

AUSTIN J HUTCHERSON
AMJ CONSTRUCTION MGMT INC
7474 N. Figueroa Street, Suite 250
Los Angeles, California 90041

Re: Will Serve Letter, Non-Interference Letter.

Dear Mr. Hutchison:

charges specified in, its Tariffs that are on file with the California Public Utilities Commission.

This offer to provide service will terminate 24 months after the date of this letter unless both of the following first occur:

1. you, in your capacity as the developer, enter into a written service agreement with AT&T; and,
2. you, in your capacity as developer, pay all charges you are required by AT&T's Tariffs to pay.

If you have any questions I can be contacted on 310-293-2261.

Sincerely,

Troy Stanard
AT&T Engineering
310-293-2261

Service Letters

Charter Communications

Will Serve Letter

7/3/2019

Jack Wichersham
AMJ Construction Management, Inc.
7474 N Figueroa Street Ste. 250
Los Angeles, CA 90041

Project Name:	WSL - 2316 E. 1st Los Angeles CA 90033/ Los Lirios Apartments
LOCATION:	WSL - 2316, 2322 E. 1st & 119,113,121 S Soto St. Los Angeles CA 90033

Re: May Serve Letter by Charter Communications or an affiliate authorized to provide service ("Charter")

Thank you for your interest in receiving Charter service. The purpose of this letter is to confirm that the Property is within an area that Charter may lawfully serve. However, it is not a commitment to provide service to the Property. Prior to any determination as to whether service can or will be provided to the Property, Charter will conduct a survey of the Property and will need the following information from you:

- Exact site address and legal description
- Is this an existing building or new construction?
- Site plans, blue prints, plat maps or any similar data
- The location of any existing utilities or utility easements
- _____

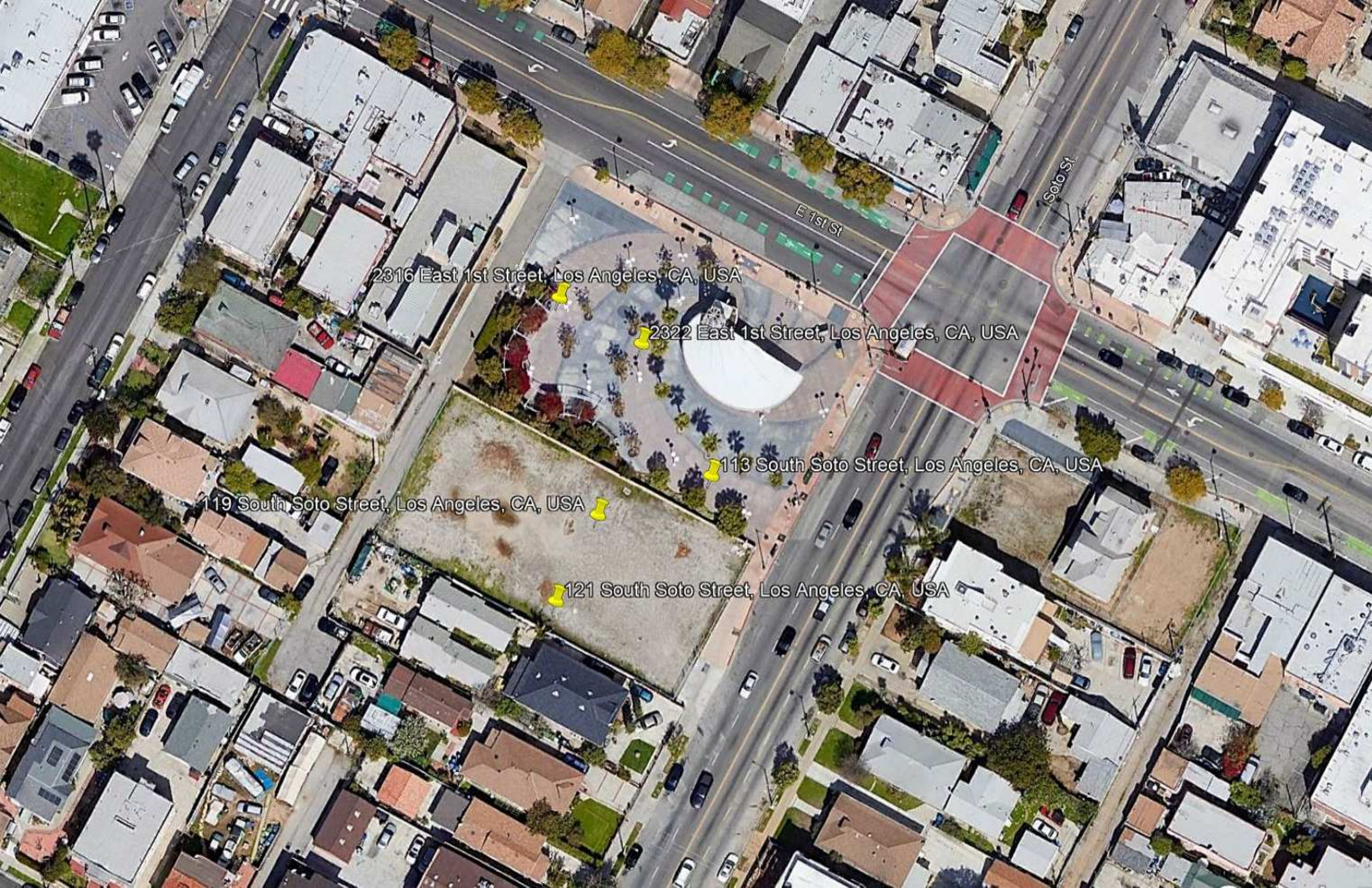
Please forward this information to the construction manager listed below. Upon receipt, a Charter representative will be assigned to you to work through the process. Ultimately, a mutually acceptable service agreement for the Property will be required and your cooperation in the process is appreciated.

Construction Manager Contact:

Dianna Netherlain
SoCal Central Specialist, Business Development
3430 E Miraloma Ave
Anaheim CA 92806
714-414-1454
dianna.netherlain@charter.com

Sincerely,

Dianna Netherlain


E 1st St
Soto St
2316 East 1st Street, Los Angeles, CA, USA
2322 East 1st Street, Los Angeles, CA, USA
113 South Soto Street, Los Angeles, CA, USA
119 South Soto Street, Los Angeles, CA, USA
121 South Soto Street, Los Angeles, CA, USA


E 1ST ST
S BREED ST
S SOTO ST
ALY
LIQUOR STORE
2309
2225
2227
2229
2233-1/2
2233-NA1
2235
2237
2239
2214
2216
2218
2220
2222
2224
2230
2228
2234
2236
2238-NA1
2238-1/2
2300
2302-1/2
2304
2306-1/4
2306-3/4
2308-1/4
2308-3/4
2310
2316-NA1
2316-1/2
2318
2322-NA1
2322-1/2
2324
2315-NA1
2315-1/2
2321
2323
2325
2327
2329
2331
2333
2335
2301
2303-NA1
2303-1/2
2305
2307-NA1
2307-1/2
2311-NA1
2311-1/2
2313-NA1
2313-1/2
2315-NA2
2315-NA1
2319
2321
2202
2204
2400
2412
2402
2404
2401
2403
2405
115-NA1
115-1/2
121
125
135-1/2
135-NA1
114
118
120
126-NA2
126-NA1
126-1/2
128-NA1
130-NA1
130-NA2
136
138
144
119
121-NA1
121-1/2
123-1/2
125-1/2
125-NA1
127-NA1
129
131
135-1/2
135-NA1
137-1/2
113
115
121-1/2
121
119
123-A
123-NA2
123-NA1
108
110
114
118-1/2
120
124
173
379299M
174
266521M
675147H
2407150
2418-1/4
2416
2416-1/2
2418-1/4
2422016
2422117
2422118
2422119
2422120
2422121
2422122
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2422129
2422130
2422131
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2422146
2422147
2422148
2422149
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2422154
2422155
2422156

Service Letters

Los Angeles Department of Water and Power (Electric)

POWER NEW BUSINESS
DEVELOPMENT AND
TECHNOLOGY
APPLICATIONS DIVISION

SERVICE PLANNING & CUSTOMER
SUPPORT SUBSECTION

METROPOLITAN EAST SERVICE PLANNING

2633 Artesian Street, Suite 210, Los Angeles, CA 90031 (213) 367-6000 FAX: (213) 367-6027

Jeffrey T. Bergman
District Engineer

WILL SERVE

July 3, 2019

Mr. Jack Wickersham
AMJ Construction Management, Inc.
7474 North Figueroa St., Suite 250
Los Angeles, CA 90041

Dear Mr. Wickersham:

2316, 2322 East 1St Street

This is in response to your email letter dated July 2, 2019 regarding electric service for the proposed project at the above address.

Electric service is available and will be provided in accordance with the Los Angeles Department of Water and Power Rules and Regulations. The estimated power requirement for this proposed project is part of the total load growth forecast for the City and has been taken into account in the planned growth of the power system.

If you have any questions regarding this matter, please call Mr. Jimmy He at (213) 367-6257.

Sincerely,

Jeff Bergman/BB

Jeffrey T. Bergman
District Engineer, Metro East Service Planning

c: Jimmy He
Bobby Fierro

POWER NEW BUSINESS
DEVELOPMENT AND
TECHNOLOGY
APPLICATIONS DIVISION

SERVICE PLANNING & CUSTOMER
SUPPORT SUBSECTION

METROPOLITAN EAST SERVICE PLANNING
2633 Artesian Street, Suite 210, Los Angeles, CA 90031 (213) 367-6000 FAX: (213) 367-6027

Jeffrey T. Bergman
District Engineer

WILL SERVE

July 3, 2019

Mr. Jack Wickersham
AMJ Construction Management, Inc.
7474 North Figueroa St., Suite 250
Los Angeles, CA 90041

Dear Mr. Wickersham:

113, 119, 121 South Soto Street

This is in response to your email letter dated July 2, 2019 regarding electric service for the proposed project at the above address.

Electric service is available and will be provided in accordance with the Los Angeles Department of Water and Power Rules and Regulations. The estimated power requirement for this proposed project is part of the total load growth forecast for the City and has been taken into account in the planned growth of the power system.

If you have any questions regarding this matter, please call Mr. Jimmy He at (213) 367-6257.

Sincerely,

Jeff Bergman/RS

Jeffrey T. Bergman
District Engineer, Metro East Service Planning

c: Jimmy He
Bobby Fierro

Service Letters

City of Los Angeles Bureau of Engineering

City of Los Angeles
Bureau of Engineering

SEWER CAPACITY AVAILABILITY REVIEW FEE (SCARF) - Frequently Asked Questions

SCAR stands for Sewer Capacity Availability Review that is performed by the Department of Public Works, Bureau of Sanitation. This review evaluates the existing sewer system to determine if there is adequate capacity to safely convey sewage from proposed development projects, proposed construction projects, proposed groundwater dewatering projects and proposed increases of sewage from existing facilities. The SCAR Fee (SCARF) recovers the cost, incurred by the City, in performing the review for any SCAR request that is expected to generate 10,000 gallons per day (gpd) of sewage.

The SCARF is based on the effort required to perform data collection and engineering analysis in completing a SCAR. A brief summary of that effort includes, but is not limited to, the following:

1. Research and trace sewer flow levels upstream and downstream of the point of connection.
2. Conduct field surveys to observe and record flow levels. Coordinate with maintenance staff to inspect sewer maintenance holes and conduct smoke and dye testing if necessary.
3. Review recent gauging data and in some cases closed circuit TV inspection (CCTV) videos.
4. Perform gauging and CCTV inspection if recent data is not available.
5. Research the project location area for other recently approved SCARs to evaluate the cumulated impact of all known SCARs on the sewer system.
6. Calculate the impact of the proposed additional sewage discharge on the existing sewer system as it will be impacted from the approved SCARs from Item 6 above. This includes tracing the cumulative impacts of all known SCARs, along with the subject SCAR, downstream to insure sufficient capacity exist throughout the system.
7. Correspond with the applicant for additional information and project and clarification as necessary.
8. Work with the applicant to find alternative sewer connection points and solutions if sufficient capacity does not exist at the desired point of connection.

Questions and Answers:

1. **When is the SCARF applied, or charged?**
   It applies to all applicants seeking a Sewer Capacity Availability Review (SCAR). SCARs are generally required for Sewer Facility Certificate applications exceeding 10,000 gpd, or request from a property owner seeking to increase their discharge thru their existing connection by 10,000 gpd or more, or any groundwater related project that discharges 10,000 gpd or more, or any proposed or future development for a project that could result in a discharge of 10,000 gpd.
2. **Why is the SCARF being charged now when it has not been in the past?**
   The City has seen a dramatic increase in the number of SCARs over 10,000 gpd in the last few years and has needed to increase its resources, i.e., staff and gauging efforts, to respond to them. The funds collected thru SCARF will help the City pay for these additional resources and will be paid by developers and property owners that receive the benefit from the SCAR effort.
3. **Where does the SCARF get paid?**
   The Department of Public Works, Bureau of Engineering (BOE) collects the fee at its public counters. Once the fee is paid then BOE prepares a SCAR request and forwards it to the BOS where it is reviewed and then returned to BOE. BOE then informs the applicant of the result. In some cases, BOS works directly with the applicant during the review of the SCAR to seek additional information and work out alternative solutions

Service Letters

Los Angeles Department of Water and Power (Water)

Los Angeles Department of Water & Power

CUSTOMERS FIRST

Eric Garcetti, Mayor

Board of Commissioners
Mel Levine, President
Cynthia McClain-Hill, Vice President
Jill Banks Barad
Christina E. Noonan
Susana Reyes
Susan A. Rodriguez, Secretary

David H. Wright, General Manager

July 10, 2019

Map No. 128-222

Mr. Jack Wickersham
AMJ Construction Management, Inc.
7474 North Figueroa Street, Suite 250
Los Angeles, California 90041

Dear Mr. Wickersham:

Subject: Water Availability - Will Serve
113, 119, 121 South Soto Street and 2316, 2322 East 1st Street
Stevenson's Subdivision of a Part of Lot 6, Block 60, Hancock Survey
APN Nos: 5183-009-904, -905, -906, -907, -910, Block 2, Lots 8, 9, 11-13

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's 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 Amy Kurakusu at (213) 367-4908. Correspondence may be addressed to:

LADWP
Water Business Arrangements
Attention: Amy Kurakusu
P.O. Box 51111, Room 1425
Los Angeles, California 90051-5700

Sincerely,

Liz Gonzalez
Manager - Business Arrangements
Water Distribution Engineering

AK:md
c: Amy Kurakusu

Service Letters

Southern California Gas Company

701 N. Bullis Rd.
Compton, CA 90224-9099

July 16, 2019

AMJ Construction Management, Inc.
7474 N Figueroa St, Suite 250
Los Angeles, CA 90041
Attn: Jack Wickersham

Subject: Will Serve - 119, 121, 113 South Soto Street, Los Angeles, CA 90033
2316, 2322 East 1st Street, Los Angeles, CA 90033

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,

Oscar Mariscal

Oscar Mariscal
Pipeline Planning Assistant
SoCalGas-Compton HQ

701 N. Bullis Rd.
Compton, CA 90224-9099

July 16, 2019

AMJ Construction Management, Inc.
7474 N Figueroa St, Suite 250
Los Angeles, CA 90041
Attn: Jack Wickersham

Subject: Maps - 119, 121, 113 South Soto Street, Los Angeles, CA 90033
2316, 2322 East 1st Street, Los Angeles, CA 90033

Enclosed is the information you requested relating to the location of gas facilities within the area of your project. The information we have provided was obtained from a search of all our available records and are approximate in nature. Due to numerous factors, the depths of our facilities vary and should not be taken for granted. If exact depth location and information is required at points of possible interference, it will be necessary to physically check the facility in question.

It is extremely important that you furnish us with **"signed"** final plans and subsequent plan revisions as soon as they are available. A minimum of twelve (12) weeks is needed to analyze your plans and to design required alterations due to any conflicting facilities. Depending on the magnitude of the work involved, additional time may then be required to clear the conflict. Please keep us informed of construction schedules, preconstruction meetings, etc., so that our work can be scheduled accordingly.

Upon request, at least two (2) working days prior to the start of construction, we will locate and mark our active underground facilities for the contractor at no cost. Please call Underground Service Alert (USA) at (800) 422-4133.

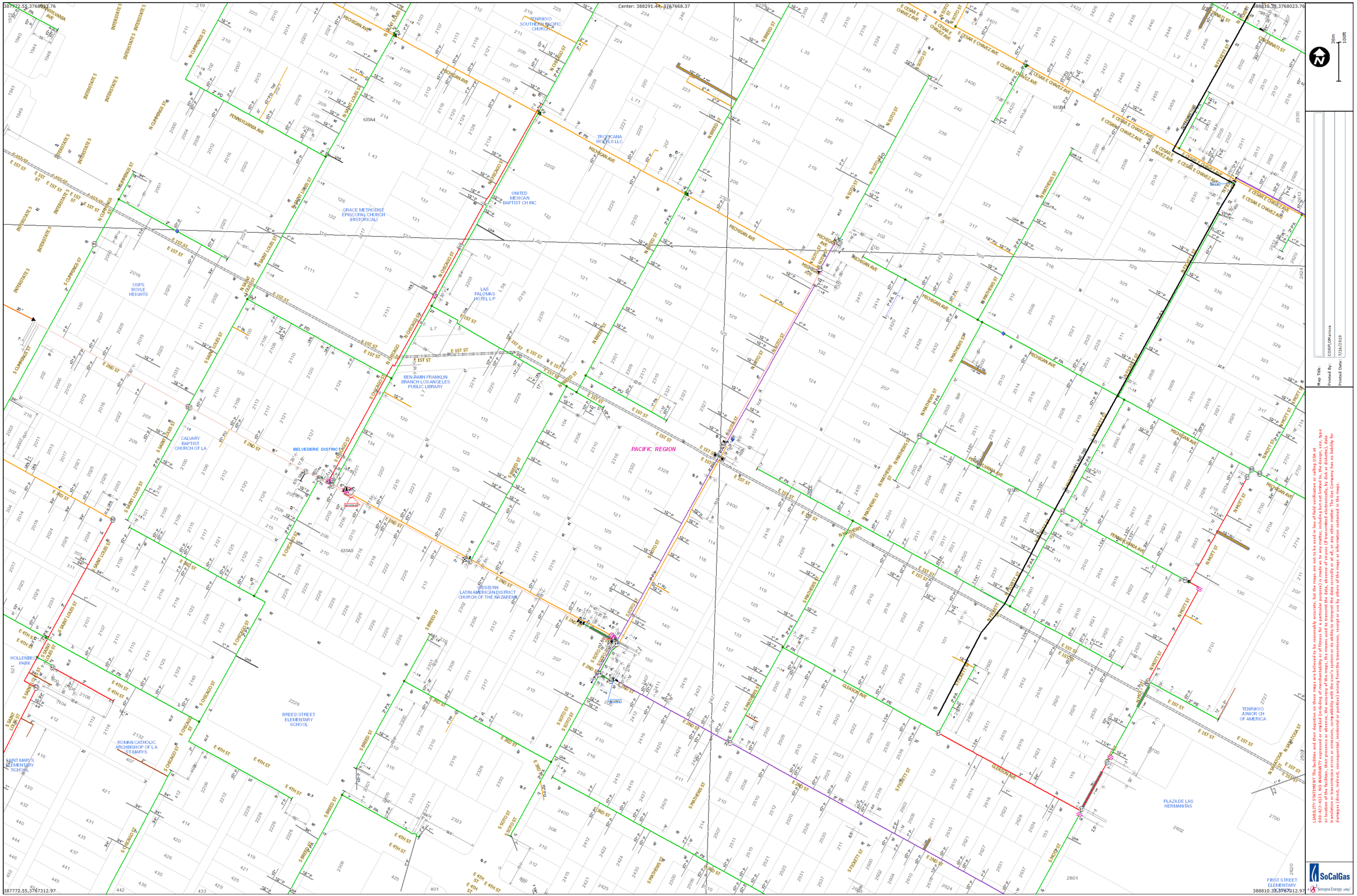
You will also have to contact our Transmission Department regarding the above-mentioned request. CPUC Regulations require notification of both SoCal Gas Distribution and Transmission of all work being conducted. Please contact SoCal Gas Transmission, at 9400 Oakdale Avenue, Chatsworth, CA 91313, **socalgastransmissionutilityrequest@semprautilities.com**. They will need a notification letter and plans.

If you have any questions or require additional information please contact me at (310) 687-2011

Sincerely,

Oscar Mariscal

Oscar Mariscal
Pipeline Planning Assistant
SoCalGas-Compton HQ



LIABILITY STATEMENT The facilities and their depiction on these maps are believed to be reasonably accurate, but the maps are not to be used in lieu of field verification or calling USA at 800-422-4133. NO WARRANTY expressed or implied (including of merchantability or of fitness for a particular purpose) is made as to any matter, including but not limited to, the design, size, type or location of the facilities, their presence or absence, the accuracy of the maps, the means used to transmit the data, absence of viruses (if transmitted electronically, by disk or diskette), data translation or transmission errors or omissions, compatibility with the user's system or its ability to interpret the data correctly or at all, or any other matter. The Gas Company has no liability for damages (direct, indirect, consequential, incidental or punitive) arising from the transmission, receipt or use by others of the maps or information contained in the maps.

SoCalGas
Sempra Energy utility

Appendix I

Native American Heritage Commission Sacred Lands File

Native American Heritage Commission
Native American Contact List
Los Angeles County
6/28/2019

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., Gabrielino
#231
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Los Lirios Mixed-Use Project, Los Angeles County.

Appendix J

Supplemental VMT Analysis

This voluntary VMT analysis has been conducted to identify and evaluate the potential impacts of the proposed project based on the VMT methodology set forth in the City's *Transportation Assessment Guidelines.* As stated above, the VMT analysis is supplemental since the project application was filed and the MOU with LADOT was executed prior to adoption of the new guidelines, and thus does not apply to the proposed project. As noted previously, LADOT also had already issued its clearance letter prior to adoption of the new TAG.

According to the City's *Transportation Assessment Guidelines*, a development project's daily vehicle trips should be estimated using the City's VMT Calculator. The proposed project, which includes both residential (multi-family units and affordable housing [family-type] units) and commercial (office and retail) uses, would have a potential impact if it 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 Area Planning Commission (APC) area in which the project is located."

The project's estimated household VMT per capita and work VMT per employee are compared to the average household VMT per capita and work VMT per employee for the corresponding APC. 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 of Los Angeles 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 (7) APC boundary areas are presented in ***Table A***. As the project is located in the East Los Angeles APC, the VMT impact criteria (i.e., 15% below APC average) applicable to the proposed project is 7.2 daily household VMT per capita and 12.7 daily work VMT per employee.

Based on the City's VMT Calculator, the estimated household VMT per capita for the project is 5.4 household VMT per capita and the work VMT per employee is not applicable based on the City's TAG and VMT Calculator. It is noted that other than accounting for the proposed project providing on-site bicycle parking pursuant to City Code requirements, no transportation demand management measures, trip reduction strategies, or project design features have been included in the estimation of the project's VMT:

Based on the City's threshold criteria provided in *Table A*, the proposed project is not forecast to result in a significant household VMT per capita or work VMT per employee impact. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed project are attached.

Please feel free to call us at 626.796.2322 with any questions or comments regarding the supplemental VMT analysis prepared for the proposed Los Lirios Mixed-Use project.

c: File

Table A
CITY OF LOS ANGELES VMT IMPACT CRITERIA [1]

AREA PLANNING COMMISSION	15 PERCENT (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
West Los Angeles	7.4	11.1

[1] Source: City of Los Angeles Draft Transportation Assessment Guidelines, July 2019.

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

119 S Soto St
DOT Case No. CEN17-46417

Date: June 20, 2019

To: Heather Bleemers, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: ADDENDUM TO THE TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED LOS LIRIOS MIXED-USE PROJECT AT 113, 119, AND 121 SOUTH SOTO STREET (ENV-2018-3692-EAF)

On October 2, 2018, the Department of Transportation (DOT) issued a transportation assessment report to the Department of City Planning for the proposed Los Lirios Mixed-Use project (Attachment A) based on the July 30, 2018 transportation impact analysis prepared by Linscott, Law & Greenspan, engineers. However, since the report was released, the project has been revised and a June 11, 2019 addendum to the transportation analysis was prepared by Linscott, Law & Greenspan, engineers.

The original project was located on two sites: 113-121 South Soto Street (Site A) and 2316-2400 East 1st Street (Site B). At the time the transportation analysis was prepared, the uses of Site B were undetermined and it was noted in the transportation analysis and in the DOT assessment report that a separate transportation analysis would be required subsequently when the Site B uses were determined. The revised project no longer includes Site B and only consists of 113-121 South Soto Street as illustrated in Attachment B, and the project uses have been slightly modified:

Land Use	Original Project	Revised Project
Apartments	66 units	64 units
Community Room	1,490 square feet (sf)	1,650 sf
Commercial	5,000 sf	4,300 sf

The previous traffic analysis determined that none of the five analyzed intersections would be significantly impacted by project related traffic. Since the revised project is slightly smaller than the original project, the revised project is not expected to result in any significant impacts. DOT concurs with the addendum that the project's expected impacts would be less than significant and no changes to the transportation analysis are required. All of the project requirements that are identified in DOT's October 2, 2018 letter (Attachment A) shall remain in effect.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

K:\Letters\2019\CEN17-46417_119 Soto St MU_rev_ltr.docx

c: Shawn Kuk & Mark Jones, Council District 14
Matthew Masuda, Central District, BOE
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management, DOT
Chin S. Tiang, LLG engineers

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

ATTACHMENT A

119 S Soto St
DOT Case No. CEN 18-46417

Date: October 2, 2018

To: Heather Bleemers, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED LOS LIRIOS MIXED-USE PROJECT AT 113, 119, AND 121 SOUTH SOTO STREET AND 2316, 2322, AND 2400 EAST 1ST STREET (ENV-2018-3692-EAF)**

The Department of Transportation (DOT) has reviewed the transportation analysis prepared by Linscott, Law & Greenspan, Engineers, dated July 30, 2018, for the proposed Los Lirios Mixed-Use project located on two sites: 113-121 South Soto Street and 2316-2400 East 1st Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria[1], the transportation study included the analysis of five intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis, which accounted for other known development projects in estimating potential cumulative impacts and adequately evaluated the project's transportation impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project, in partnership with the Los Angeles County Metropolitan Transportation Authority (Metro), proposes to construct the Los Lirios Mixed-Use project on two sites with affordable housing apartments and ground floor local community serving retail/restaurant land use components in Boyle Heights as illustrated in **Attachment 2a**. Site A south of the Metro Soto Station is currently vacant and will include 66 affordable housing units, a 1,490 square-foot community room, office space, computer/conference room, laundry room, and up to 5,000 square feet of retail/restaurant uses fronting Soto Street. Site B at 2316-2400 East 1st Street is currently occupied by the historic Peabody Werden Duplex and will primarily consist of the restoration and rehabilitation of the Peabody Werden Duplex. Additional uses of Site B have not yet been determined, and, as such, additional traffic analyses may be required. The subterranean parking on Site A will be accessed via the existing alleyway south of 1st Street on the southwest side of Site A as illustrated in

[1] Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

Attachment 2b. The project is expected to be completed by 2021.

B. Trip Generation

The project is estimated to generate an approximate net increase of 496 daily trips, a net increase of 48 trips during the a.m. peak hour and a net increase of 41 trips during the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017 and the LADOT Transportation Impact Study Guidelines, December 2016, Table 5: Trip Generation Rates for Affordable Housing Projects. A copy of the project trip generation table can be found in **Attachment 3**.

C. Freeway Analysis

To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in October 2013, a screening analysis is necessary to determine if additional evaluation of freeway mainline and ramp segments is necessary beyond the State-mandated Congestion Management Program (CMP) requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. However, the project does not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis was required.

D. Construction Impacts

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.

PROJECT REQUIREMENTS

A. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Soto Street and 1st Street**, both Avenue IIs, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way, and the alley adjacent to Site A would require a 10-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

B. Parking Requirements

The transportation analysis did not indicate the number of vehicle parking spaces the project will provide. The project will provide 70 long-term and 10 short-term bicycle parking spaces. The applicant should check with the Department of Building and Safety on the

number of Code-required parking spaces needed for the project.

C. Driveway Access and Circulation

The conceptual site plan for the project (see **Attachment 2b**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveways. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

D. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 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 Eileen Hunt of my staff at (213) 972-8481.

Attachments

K:\Letters\2018\CEN18-46417_119 Soto_Los Lirios MU_Itr.docx

c: Kevin Ocubillo, Council District No. 14
Mehrdad Moshksar, Central District Office, DOT
Bert Moklebust, Central District, BOE
Taimour Tanavoli, Case Management Office, DOT
Chin S. Taing, Linscott, Law & Greenspan, Engineers

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING V/C	[1] LOS	[2] YEAR 2018 EXISTING WITH PROJECT V/C	[2] LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [a]	[3] YEAR 2021 FUTURE W/O PROJECT V/C	[3] LOS	[4] YEAR 2021 FUTURE WITH PROJECT V/C	[4] LOS	[4] CHANGE V/C [(4)-(3)]	[4] SIGNIF. IMPACT [a]
1	Breed Street/	AM	0.573	A	0.581	A	0.008	No	0.695	B	0.703	C	0.008	No
	1st Street	PM	0.454	A	0.464	A	0.010	No	0.631	B	0.641	B	0.010	No
2	Soto Street/	AM	0.617	B	0.620	B	0.003	No	0.749	C	0.752	C	0.003	No
	Cesar E. Chavez Avenue	PM	0.567	A	0.568	A	0.001	No	0.688	B	0.690	B	0.002	No
3	Soto Street/	AM	0.724	C	0.737	C	0.013	No	0.847	D	0.860	D	0.013	No
	1st Street	PM	0.687	B	0.701	C	0.014	No	0.912	E	0.917	E	0.005	No
4	Soto Street/	AM	0.621	B	0.623	B	0.002	No	0.838	D	0.841	D	0.003	No
	4th Street	PM	0.616	B	0.616	B	0.000	No	0.850	D	0.850	D	0.000	No
5	Mott Street/	AM	0.619	B	0.625	B	0.006	No	0.719	C	0.726	C	0.007	No
	1st Street	PM	0.529	A	0.532	A	0.003	No	0.645	B	0.649	B	0.004	No

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010



NOT TO SCALE

PROJECT SITES

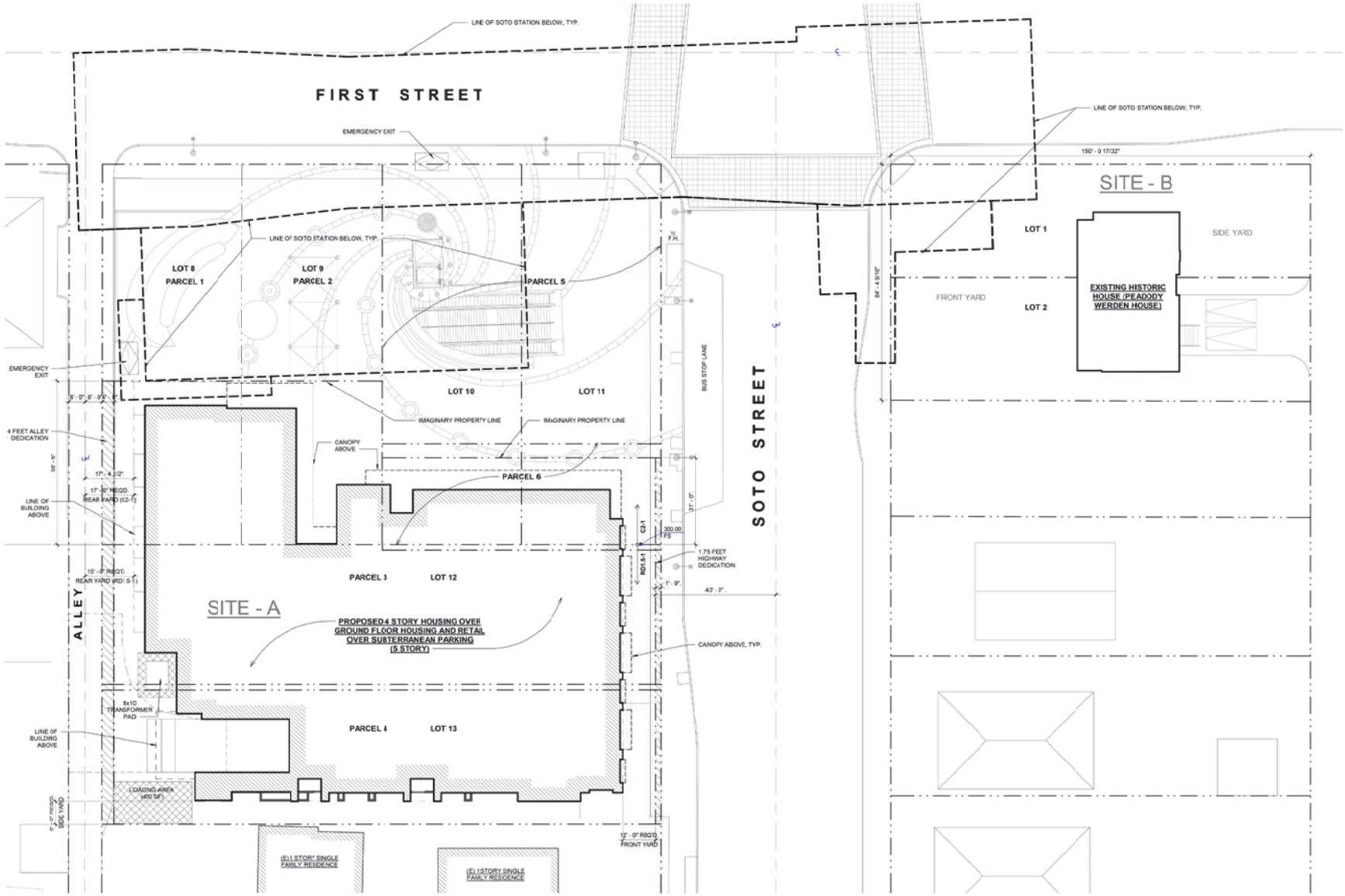
EXISTING DRIVEWAY

FIGURE 2-1
AERIAL PHOTOGRAPH OF EXISTING PROJECT SITE

LINSCOTT, LAW & GREENSPAN, engineers

LOS LIRIOS MIXED-USE PROJECT

o:\job_file\4288\dwg\f2-1.dwg LDP 16:34:41 06/27/2018 rodriquez



MAP SOURCE: GONZALEZ GOODALE ARCHITECTS

NOT TO SCALE

FIGURE 2-2
SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

LOS LIRIOS MIXED-USE PROJECT

o:\job_file\4288\dwg\f2-2.dwg LDP 13:13:29 05/30/2018 rodriquez

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Uses								
Apartment [3]	66 DU	270	13	20	33	12	10	22
Less Transit Adjustment (15%) [4]		(41)	(2)	(3)	(5)	(2)	(2)	(4)
Community Room [5]	1,490 GSF	43	2	1	3	1	2	3
Less Transit Adjustment (15%) [4]		(6)	nom.	nom.	nom.	nom.	nom.	nom.
Retail [6]	2,500 GLSF	94	1	1	2	5	5	10
Less Pass-by Adjustment (50%) [7]		(47)	(1)	(1)	(2)	(3)	(3)	(6)
Less Transit Adjustment (15%) [4]		(7)	nom.	nom.	nom.	nom.	nom.	nom.
High-Turnover (Sit-Down) Restaurant [8]	2,500 GSF	280	14	11	25	15	9	24
Less Pass-by Adjustment (20%) [7]		(56)	(3)	(2)	(5)	(3)	(2)	(5)
Less Transit Adjustment (15%) [4]		(34)	(2)	(1)	(3)	(2)	(1)	(3)
NET TOTAL PROJECT TRIPS		**496**	**22**	**26**	**48**	**23**	**18**	**41**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

[3] Affordable housing (family) trip generation average rates based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles in 2016 as provided in the *Transportation Impact Study Guidelines,* December 2016.
- Daily Trip Rate: 4.08 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.50 trips/dwelling unit; 40% inbound/60% outbound
- PM Peak Hour Trip Rate: 0.34 trips/dwelling unit; 55% inbound/45% outbound

[4] A transit adjustment of 15 percent was applied to all the land use components due to the proximity to the Metro Gold Line Soto station located at 2330 E. 1st Street. The transit adjustments were applied after the pass-by adjustments were applied.

[5] ITE Land Use Code 495 (Recreational Community Room) trip generation average rates.
- Daily Trip Rate: 28.82 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.76 trips/1,000 SF of floor area; 66% inbound/34% outbound
- PM Peak Hour Trip Rate: 2.31 trips/1,000 SF of floor area; 47% inbound/53% outbound

[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of leasable floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable floor area; 48% inbound/52% outbound

[7] 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 the traffic passing the site on an adjacent street or roadway that offers direct access to the site. The pass-by adjustment factors of 50 percent and 20 percent were applied to the retail and restaurant land use components, respectively, pursuant to the *Transportation Impact Study Guidelines,* December 2016.

[8] 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

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Uses								
Apartment [3]	66 DU	270	13	20	33	12	10	22
Less Transit Adjustment (15%) [4]		(41)	(2)	(3)	(5)	(2)	(2)	(4)
Community Room [5]	1,490 GSF	43	2	1	3	1	2	3
Less Transit Adjustment (15%) [4]		(6)	nom.	nom.	nom.	nom.	nom.	nom.
Retail [6]	2,500 GLSF	94	1	1	2	5	5	10
Less Pass-by Adjustment (50%) [7]		(47)	(1)	(1)	(2)	(3)	(3)	(6)
Less Transit Adjustment (15%) [4]		(7)	nom.	nom.	nom.	nom.	nom.	nom.
High-Turnover (Sit-Down) Restaurant [8]	2,500 GSF	280	14	11	25	15	9	24
Less Pass-by Adjustment (20%) [7]		(56)	(3)	(2)	(5)	(3)	(2)	(5)
Less Transit Adjustment (15%) [4]		(34)	(2)	(1)	(3)	(2)	(1)	(3)
NET TOTAL PROJECT TRIPS		**496**	**22**	**26**	**48**	**23**	**18**	**41**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.

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[7] 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 the traffic passing the site on an adjacent street or roadway that offers direct access to the site. The pass-by adjustment factors of 50 percent and 20 percent were applied to the retail and restaurant land use components, respectively, pursuant to the *Transportation Impact Study Guidelines,* December 2016.

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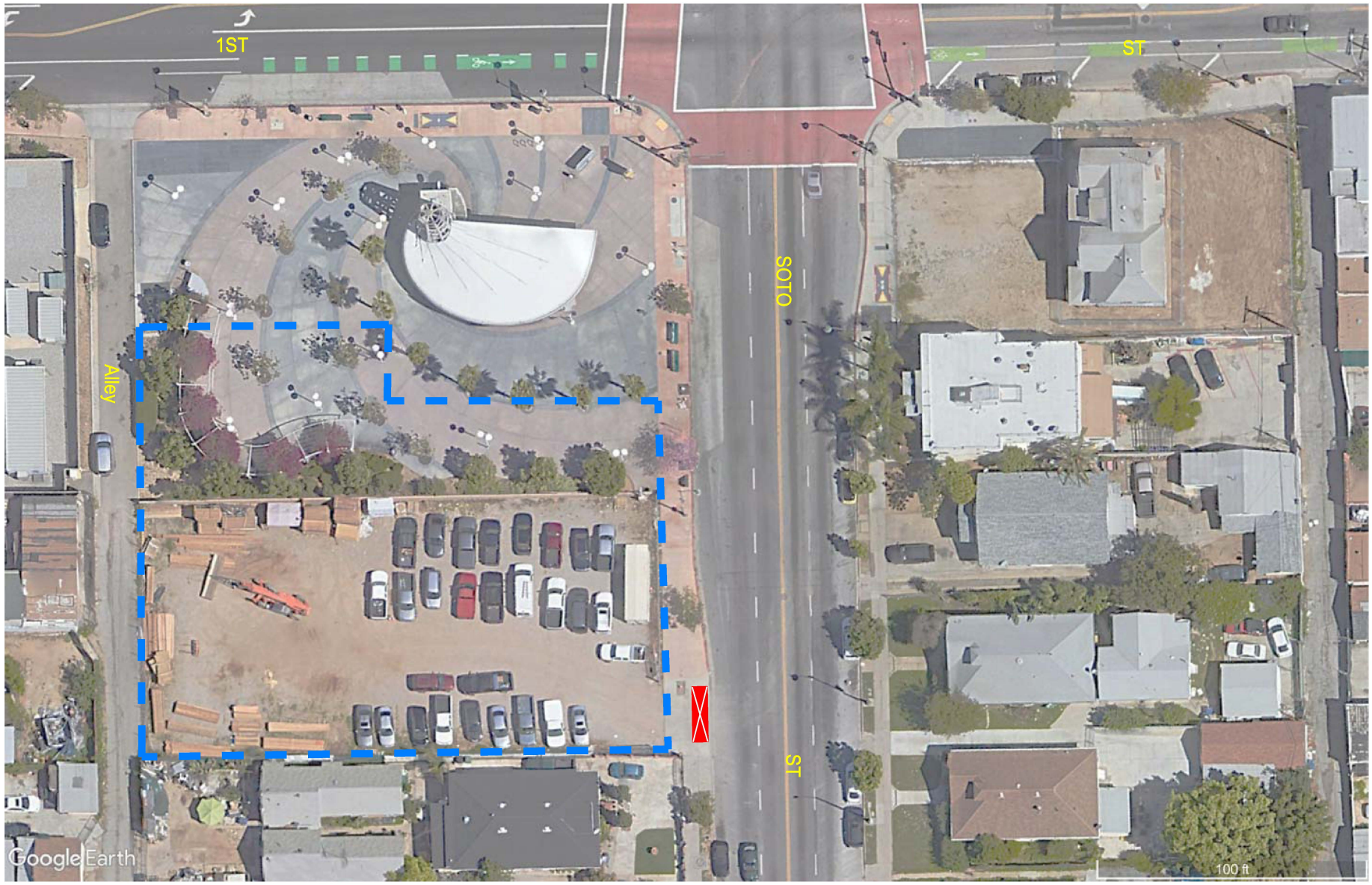


N0T T0 SCALE

PROJECT SITE

EXISTING DRIVEWAY

FIGURE 2
AERIAL PHOTOGRAPH OF EXISTING PROJECT SITE

LINSCOTT, LAW & GREENSPAN, engineers

LOS LIRIOS MIXED-USE PROJECT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: Los Lirios Mixed-Use Project
Scenario: Proposed Project
Address: 113 S SOTO ST, 90033



Proposed Project Land Use Type	Value	Unit
Retail | General Retail	2.15	ksf
Retail | High-Turnover Sit-Down Restaurant	2.15	ksf
Housing | Affordable Housing - Family	64	DU

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility
☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Bike Parking Per LAMC
☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Secure Bike Parking and Showers
☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
424 Daily Vehicle Trips	**424** Daily Vehicle Trips
2,757 Daily VMT	**2,757** Daily VMT
5.4 Household VMT per Capita	**5.4** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 7.2 15% Below APC	**Household: No** Threshold = 7.2 15% Below APC
Work: N/A Threshold = 12.7 15% Below APC	**Work: N/A** Threshold = 12.7 15% Below APC

Measuring the Miles

3/19/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 19, 2020
Project Name: Los Lirios Mixed-Use Project
Project Scenario: Proposed Project
Project Address: 113 S SOTO ST, 90033

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	64	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	2.150	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	2.150	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 19, 2020
Project Name: Los Lirios Mixed-Use Project
Project Scenario: Proposed Project
Project Address: 113 S SOTO ST, 90033

Version 1.2

Analysis Results

Total Employees: 13
Total Population: 201

Proposed Project		*With Mitigation*	
424	**Daily Vehicle Trips**	**424**	**Daily Vehicle Trips**
2,757	**Daily VMT**	**2,757**	**Daily VMT**
5.4	**Household VMT per Capita**	**5.4**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?

APC: East Los Angeles

Impact Threshold: 15% Below APC Average
Household = 7.2
Work = 12.7

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.2	No	Household > 7.2	No
Work > 12.7	N/A	Work > 12.7	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 19, 2020
Project Name: Los Lirios Mixed-Use Project
Project Scenario: Proposed Project
Project Address: 113 S SOTO ST, 90033

Version 1.2

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking ($)	$0	$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge ($)	$0.00	$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit ($)	$0	$0

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: March 19, 2020
Project Name: Los Lirios Mixed-Use Project
Project Scenario: Proposed Project
Project Address: 113 S SOTO ST, 90033

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: March 19, 2020
Project Name: Los Lirios Mixed-Use Project
Project Scenario: Proposed Project
Project Address: 113 S SOTO ST, 90033

Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*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	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE	urban	75%
TYPE	*compact infill*	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: March 19, 2020
Project Name: Los Lirios Mixed-Use Project
Project Scenario: Proposed Project
Project Address: 113 S SOTO ST, 90033

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	82	-34.1%	54	8.0	656	432
Home Based Other Production	219	-40.6%	130	5.1	1,117	663
Non-Home Based Other Production	60	-13.3%	52	7.4	444	385
Home-Based Work Attraction	19	-42.1%	11	10.6	201	117
Home-Based Other Attraction	177	-40.7%	105	5.9	1,044	620
Non-Home Based Other Attraction	82	-12.2%	72	7.5	615	540

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	0.0%	54	432	0.0%	54	432
Home Based Other Production	0.0%	130	663	0.0%	130	663
Non-Home Based Other Production	0.0%	52	385	0.0%	52	385
Home-Based Work Attraction	0.0%	11	117	0.0%	11	117
Home-Based Other Attraction	0.0%	105	620	0.0%	105	620
Non-Home Based Other Attraction	0.0%	72	540	0.0%	72	540

MXD VMT Methodology Per Capita & Per Employee

Total Population: 201
Total Employees: 13
APC: East Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,095**	**1,095**
Total Home Based Work Attraction VMT	**117**	**117**
Total Home Based VMT Per Capita	**5.4**	**5.4**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Attachment C

Additional Measures Regarding
Archaeological and Paleontological Resources

Metro is requiring the following mitigation measures be implemented in addition to those specified in the Sustainable Communities Environmental Assessment prepared for the Project (City of Los Angeles Department of City Planning Case No. ENV-2019-2314-SCEA) (the "**SCEA**"):

1. Prior to any Project-related earth-moving activity, Developer shall retain the services of a vertebrate paleontologist approved by the Natural History Museum of Los Angeles County Vertebrate Paleontology Section (the "**Approved Paleontologist**") to manage a paleontologic resource impact mitigation program in support of earth-moving activities associated with construction.

2. The Developer shall provide Metro with a report from the Approved Paleontologist that indicates such Approved Paleontologist's determination whether construction of the Project has the potential, with respect to the soil on the Site, to require excavation or blasting of parent material in older alluvium or in any younger alluvium lying below the uppermost five feet of such alluvium.

3. Where avoidance of parent material in older alluvium and in any younger alluvium lying below the uppermost five feet of such alluvium is not feasible, Developer shall:

    3.1. Ensure that all on-site construction personnel receive Worker Education and Awareness Program (WEAP) training that (a) educates such personnel in the regulatory framework that provides for protection of paleontological resources, and (b) provides such personnel with a familiarity with the diagnostic characteristics of the materials with the potential to be encountered and the appropriate procedures to be implemented if fossil remains are uncovered by earth-moving activities.

    3.2. Ensure that the Approved Paleontologist prepares a Paleontological Resource Management Plan ("**PRMP**") to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction.

    3.3. Ensure that the Approved Paleontologist oversees the implementation of the PRMP, if unique paleontological resources are encountered during any excavation or blasting activities on the Site.

    3.4. Monitor blasting and earth-moving activities in older alluvium and in any younger alluvium lying below the uppermost five feet of such alluvium using a qualified paleontologist or an archeologist that is cross-trained in paleontology (the "**Monitor**") to determine if unique paleontological resources are encountered

during any excavation or blasting activities, consistent with the Approved Paleontologist's specified protocols or other comparable protocols.

3.5. Ensure that the Monitor recovers fossil remains uncovered by earth-moving activities.

3.6. Ensure that the Monitor records associated specimen/sample data (taxon, element) and corresponding geologic (stratigraphic rock unit, stratigraphic level, lithology) and geographic site data (location, depth), and will plot site locations on maps of the study area.

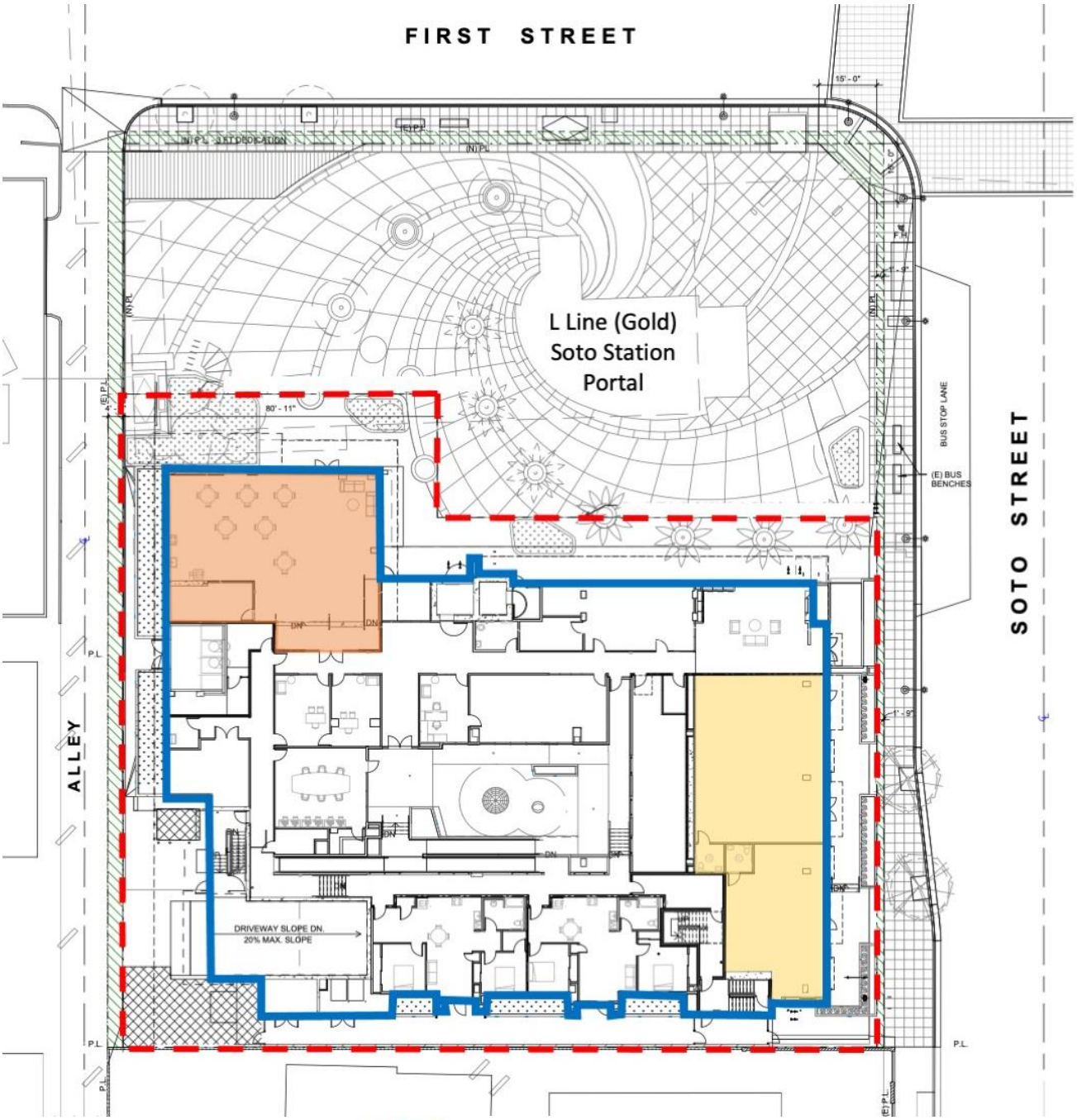
3.7. Ensure that all identifiable fossil remains are fully treated and that such treatment includes preparation of the remains by a paleontologic technician to the point of identification; identification to the lowest taxonomic level possible by knowledgeable paleontologists; curating and cataloguing the remains, plotting fossil site locations on maps of the study area, and entry of associated specimen data and corresponding geologic and geographic site data into appropriate computerized data bases by the technician; placement of the remains in the appropriate museum repository fossil collection for permanent storage and maintenance; and archiving of all associated data at the appropriate museum repository, where the data, along with the fossil remains, will be made available for future study by qualified scientific investigators. (Vertebrate and invertebrate fossil remains will be placed in the Natural History Museum of Los Angeles County's Vertebrate Paleontology and Invertebrate Paleontology Sections, respectively. Fossil plant remains will be placed in the University of California Museum of Paleontology.)

3.8. Ensure that the Approved Paleontologist prepares a comprehensive final report of results and findings that describes study area geology/stratigraphy, summarizes field and laboratory methods used, includes a faunal list and an inventory of curated/catalogued fossil remains, evaluates the scientific importance of the remains, and discusses the relationship of any newly recorded fossil site in the study area to relevant fossil sites previously recorded from other areas.

4. Prior to commencement of any construction, the Developer shall retain a qualified archaeologist meeting the Secretary of Interior's Professional Qualifications Standards for archaeology to (a) prepare a Cultural Resources Monitoring and Treatment Plan for known and unknown resources that are eligible or potentially eligible for the California Register or are unique archaeological resources; (b) oversee any Monitors proposed in the plan; and (c) implement RCM CUL-1 as set forth in the SCEA.

Attachment D

Site Plan and Renderings





View looking southwest from the corner of 1st and Soto Streets



View looking northwest from Soto Street



View looking west from Soto Street



Next stop: vibrant communities.

1st & Soto Joint Development

Planning & Programming Committee

February 17, 2021

Legistar File: 2020-0767



Metro

Recommendations

AUTHORIZE execution of a JDA, ground lease and other development-related documents with a joint venture between Bridge Housing Corporation – Southern California and East LA Community Corporation, or an affiliate thereof, for the construction and operation of a mixed-use affordable housing project on a portion of the Metro-owned property at and adjacent to the Metro L Line (Gold) Soto station in Boyle Heights in accordance with a term sheet attached to the Board report;

AUTHORIZE an exception to the Joint Development Policy, to allow for a $3,117,000 (approximately 72%) discount to the $4,317,000 fair market capitalized rent for the development site, which is above the current policy limit of 30%; and

ACTIONS related to the environmental review and clearance of the project

Site/Project Overview

- Development Site:
  - 0.67-acre portion of 1.08 acres of Metro property
- Proposed Project:
  - 62-64 apartments (20 PSH units for formerly homeless; 41-43 family affordable units; and one manager's unit)
  - Approx. 2,440 sq. ft. of commercial space
  - Community room





Metro

Background/Outreach

- ENA executed in June 2016 covers the proposed project and refurbishment of a Victorian home on Metro property across Soto St.
  - Refurbishment of the Victorian home is not part of this JDA
- Proposed project is fully entitled and CEQA cleared by the City of LA; partially funded; construction plans are 75% complete
- Developer-led outreach has included:
  - 8 community meetings/workshops
  - 5 focus groups (tenants, property owners, small businesses, etc.)
  - 10+ meetings with Boyle Heights CBOs
  - 3 Boyle Heights Neighborhood Council (BHNC) meetings
  - 4 BHNC Planning and Land Use Committee meetings (latest: Dec 2020)
  - Engagement with the Metro-established Boyle Heights Joint Development Design Review Advisory Committee (latest: Dec 2020)

Key JDA & Ground Lease Terms

- Key JDA Terms
  - Metro's receipt of $2,500/month holding rent, which will be applied to the capitalized rent due under the ground lease
  - Recovery of certain Metro support costs via developer deposits
  - Conditions for execution of the ground lease
- Key Ground Lease Terms
  - Initial 57-year term, with an option to extend for 42 years
  - $1,200,000 capitalized rent, plus additional rent for the option period
  - Percentage of project rent (33%) for the commercial space
  - Percentage of net proceeds (33%) from sales and refinancings
  - Pro-rata share of developer construction cost savings
  - Affordable housing occupancy restricted to households earning 30-60% of AMI (initial term) and up to 80% of AMI (option period)

Capitalized Rent Discount

- $1,200,000 in capitalized rent represents a discount of 72% ($3,117,000) off the $4,317,000 appraised fair market capitalized rent
- Discount is in excess of the JD policy limit of 30%
- Proposed discount is necessary for the project's financial feasibility after analyzing project's finances and funding alternatives
- The proposed higher discount results from the following factors:
  - A relatively high market value for the development site
  - Current reduced tax credit valuations = less equity for the project
  - Restricted affordable rents that cannot be set to absorb higher costs
  - Limited or restricted public subsidies available to support the project

Next Steps

- Execute the JDA
- Finalize project design and community updates
  - BHNC in 1st quarter of 2021
- Meet the conditions necessary for Ground Lease execution:
  - Secure all project financing, including tax credit equity
  - Satisfy entitlement-related conditions/Secure building permits
- Execute the Ground Lease and start construction (anticipated in 4th quarter of 2021)
- Complete construction (anticipated in 4th quarter of 2023)

File #: 2020-0834, **File Type:** Agreement **Agenda Number:** 14.

PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2021

SUBJECT: 1ST & LORENA JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer ("CEO") to execute a Joint Development Agreement ("JDA"), ground lease and other development-related documents (collectively, the "Development Documents") with A Community of Friends (the "Developer") or an affiliate of the Developer, for the construction and operation of a 49-unit affordable housing project with up to 7,500 square feet of ground floor commercial space (the "Project") on a portion of Metro-owned property at the northeast corner of 1st and Lorena Streets in Boyle Heights (the "Site"), all in accordance with the Summary of Key Terms and Conditions ("Term Sheet") attached hereto as Attachment A;

B. AUTHORIZING an exception to the Joint Development Policy, to allow for a $711,963 (approximately 57%) discount to the $1,254,963 adjusted fair market capitalized rent for the Site under the ground lease, which is above the current policy limit of 30%;

C. CONSIDERING the environmental effects of the Project as shown in the Mitigated Negative Declaration prepared for the Project by the City of Los Angeles (City of Los Angeles, Department of City Planning No. ENV-2014-2392-MND) that was originally adopted by the Director of Planning on March 2, 2016 (attached hereto as Attachment B), and was subsequently amended by the City Council on March 6, 2018 to include the "Substitute Environmental Mitigation Measures" set forth in the revised Exhibit A to the Department of City Planning's Letter of Determination for the Project attached hereto as Attachment C;

D. ADOPTING the additional measures regarding archaeological and paleontological resources set forth on Attachment D; and

E. AUTHORIZING Metro staff to file with the County Clerk and the State Clearinghouse a Notice of Determination for the Project consistent with Recommendations C and D.

ISSUE

Metro and the Developer are parties to an Exclusive Negotiation Agreement and Planning Document (the "ENA") for the development of the Project on the Site. The ENA has allowed staff and the Developer to explore the feasibility of the Project, conduct Developer-led community outreach, obtain Project entitlements and CEQA clearance from the City of Los Angeles, and negotiate the key terms and conditions of the Project's JDA and ground lease.

The Project is now poised to move to the next steps of the development process: (1) execution of the JDA; and (2) execution of the ground lease (and other Development Documents such as Project-related dedications and entitlement and funding-related covenants) after conditions for execution have been met to the Developer's and staff's satisfaction. Staff is seeking authorization to execute these documents in accordance with the Term Sheet (Attachment A).

DISCUSSION

Site and Project Overview

The Site is an approximately 0.8-acre portion of the approximately 1.3 acres of Metro-owned property situated on the northeast corner of 1st and Lorena Streets, just north of the Metro L Line (Gold). The remaining Metro-owned property is occupied by a traction power substation for the operation of the Metro L Line (Gold) in 1st Street and is not part of the Site.

The Project will include 48 affordable apartments, one unrestricted manager's apartment, up to 7,500 square feet of ground floor commercial space and related parking. The Developer will target community-serving uses and/or local businesses for the commercial space. Project entitlements and CEQA clearance have been obtained from the City of Los Angeles and the design of the Project is approximately 75% complete. Project renderings and a site plan are included in Attachment E.

The Developer has secured certain key funding sources for the Project ($2.9 million in Measure HHH funding, $3.1 million in State HCD Infill Infrastructure Grant Program funding, $1.2 million in Los Angeles County Department of Mental Health Special Needs Housing Program funding, and Section 8 Project Based Vouchers from the Housing Authority of the City of Los Angeles supporting the operation of the Project's 32 permanent supportive housing units), but other funding sources are still needed. Three potential sources the Developer is currently pursuing are: (a) Los Angeles County Affordable Housing Trust Fund and No Place Like Home funding, which the Developer applied for in November 2020 with an expected award in February 2021, (b) Federal Home Loan Bank Affordable Housing Program funds, which the Developer plans to apply for in March 2021, with an expected award in June 2021, and (c) an allocation of 4% low income housing tax credits, which the Developer plans to apply for in the first or second quarter of 2021, with an expected award shortly thereafter.

Affordable Housing

Metro's Joint Development Policy seeks to facilitate construction of affordable housing units on Metro-owned property such that 35% of the total housing units in the Metro Joint Development portfolio are affordable for residents earning 60% or less of the Area Median Income ("AMI"). The Project will support this goal because all but one of its 49 apartments (the unrestricted manager's unit) will be

restricted to households earning less than the 60% of AMI threshold throughout the entire 75-year term of the proposed ground lease. Specifically, 32 of the Project's apartments (the "PSH Apartments") will be restricted as permanent supportive housing for occupancy by formerly homeless households earning up to 30% of AMI and 16 of the apartments will be restricted for occupancy by households earning up to 50% of AMI. Notwithstanding the forgoing, the ground lease will provide the Developer with the option to lease any of the Project's 32 PSH Apartments to non-permanent supportive housing households earning up to 60% of AMI if the Project's Project Based Voucher funding (or a similar operating subsidy) is reduced or lost and during the time of such reduction or loss a PSH Apartment becomes available for lease.

Developer

The Developer is a mission-driven, non-profit affordable housing developer with considerable experience developing, financing, constructing and operating mixed-use affordable housing developments such as the Project. They were founded in 1988 with a mission to end homelessness through the provision of quality permanent supportive housing for people with mental illness. The Developer has developed and rehabilitated over 2,000 affordable housing units in 50 multifamily developments throughout Southern California, 48 of which contain permanent supportive housing. The Developer currently owns and manages 1,729 affordable housing units in 41 buildings, providing homes for almost 2,700 adults and children.

Outreach

Since 2011, the Developer has engaged with the community to inform the scope and design of the Project. They and their consultant have conducted a robust outreach effort that has included general community meetings/workshops in 2014 and 2015, several meetings with community stakeholders (including meetings with community organizations, tenants, property owners and small businesses), two community open houses at one of the Developer's completed supportive housing developments in Lincoln Heights, and door-to-door direct engagement with residents in the several block area surrounding the Site. They have also engaged multiple times over the years with the Boyle Heights Neighborhood Council ("BHNC"), their Planning and Land Use Committee ("BHNC PLUC") and the Metro-established Boyle Heights Joint Development Design Review Advisory Committee ("DRAC") where additional Project-related input was collected. The most recent dialogue with the DRAC occurred in December 2020. The Developer intends to update the BHNC and the BHNC PLUC in the first quarter of 2021.

Key JDA and Ground Lease Provisions

The Term Sheet (Attachment A) provides the summary of key terms and conditions for the JDA and ground lease. The terms of the JDA are focused on the Developer bringing the Project through full financing and construction readiness. The JDA will:

- Provide Metro with a Holding Rent of $1,131/month during the JDA term, which will be applied to the capitalized rent due under the ground lease, once the ground lease is executed;
- Provide Metro with certain design review and approval rights as the Project progresses to completion;

- Recover certain Metro transaction-related and other support costs, including the cost of in-house staff time (except for Transit Oriented Communities department staff time) and fees/costs related to consultants and other third parties (except for in-house and outside legal counsel fees/costs with respect to negotiation and preparation of the JDA, ground lease and other Development Documents); and
- Set forth certain conditions for execution of the ground lease and other Development Documents.

The ground lease will be executed once the conditions for ground lease execution have been met to the Developer's and staff's satisfaction. Key terms of the ground lease are set forth in the Term Sheet and include:

- A term of 75 years;
- Metro's receipt of a one-time capitalized rent payment of $543,000, to be paid at execution of the ground lease;
- Metro's receipt of 25% of all gross rent paid or credited to the Developer for use of the Project's commercial space;
- Metro's receipt of 20% of all net proceeds received by the Developer for the sale or refinancing of the Project, subject to a necessary and reasonable cap on net sale proceeds to avoid income tax-related issues for the Project; and
- Metro's receipt of a pro-rata share of Developer construction cost savings following the construction of the Project based on the amount that Metro's $711,963 capitalized rent discount bears to the sum of all public subsidies provided to the Project, subject to a necessary and reasonable cap to avoid income tax-related issues for the Project.

Oil Well Re-Abandonment/Reduced Land Value

An abandoned oil well is present on the Site. This well was used for exploratory purposes only and was abandoned in 1949, a week after it was drilled. To develop the Project, this well must be re-abandoned to current regulatory standards as required and established by the California Geologic Energy Management Division and the Los Angeles Office of Petroleum and Natural Gas Administration and Safety. The ground lease will require the Developer to complete the re-abandonment, which is anticipated to cost up to $1,460,037, based on bids obtained by the Developer and reviewed by Metro's Environmental Compliance and Sustainability department and environmental consultant. Costs in excess of the anticipated amount will be Developer's responsibility.

Since the development of the Site requires the re-abandonment of the oil well, re-abandonment costs should be considered in the Site's valuation. A recent appraisal valued the Site at $2,715,000. This appraisal assumes that the Site is free of environmental contamination, including the oil well. Deducting the $1,460,037 estimated cost of the oil well re-abandonment adjusts the fair market value of the Site to $1,254,963.

Proposed Ground Lease Rent Discount

The Metro Joint Development Policy, adopted in 2016, allows Metro to discount joint development ground lease rent up to 30% below the fair market rent in order to accommodate affordable housing for households earning up to 60% of AMI.

The proposed $543,000 in capitalized rent represents a discount of $711,963 (approximately 57%) from the Site's $1,254,963 adjusted fair market value. The requested discount exceeds the Joint Development Policy's 30% maximum but is necessary for the Project's financial feasibility. It was arrived at after an analysis of the Project's finances with the support of a financial consultant and an exploration of funding alternatives with the Developer.

The proposed higher discount results from the following factors:

a. Costs associated with the Project's CEQA litigation, which included approximately $182,000 in litigation-related costs (not counting $300,000 in pro bono work), an approximate $8 million increase in construction costs resulting from litigation-related delay, and additional staff, design and consultant costs.
b. The associated negative effects of the extra costs associated with the Project's litigation on the Project's competitiveness for public funding;
c. Current reduced tax credit valuations resulting in less equity for the Project;
d. Restricted affordable rents for the Project's apartments that cannot be adjusted to absorb increasing construction costs in Los Angeles County, the costs associated with the Project's CEQA litigation and the additional Metro measures regarding archaeological and paleontological resources; and
e. Limited or restricted public subsidies available to support the Project.

Staff worked with the Developer to identify reasonable additional subsidies for the Project but found that (a) the Project was unlikely to obtain an award under some subsidy programs; (b) the Project did not qualify for other subsidy programs, or (c) the subsidy program had not provided clear or reasonable timelines when funding would be available. Metro's financial consultant has verified that the Developer has pursued or is pursuing all reasonable subsidies for the Project and has also indicated that the Project's cost is reasonable. These determinations have led the consultant to conclude that the discounted ground lease rent is justified and needed to make the Project financially viable.

Notwithstanding the forgoing, the Term Sheet (Attachment A) provides for potential additional compensation to Metro as noted in the *Key JDA and Ground Lease Provisions* section above. This additional compensation, plus the $543,000 in capitalized rent, is deemed reasonable compensation in the current market for the proposed ground lease given the nature of the Site and the Project.

CEQA Actions

In March 2016, the City of Los Angeles, acting as the lead agency under CEQA through its Department of City Planning, adopted a Mitigated Negative Declaration (City of Los Angeles, Department of City Planning, No. ENV-2014-2392-MND) for the Project (the "MND"). The MND is attached hereto as Attachment B. Subsequent to this adoption, an adjoining property owner filed an

administrative appeal with the City of Los Angeles challenging the City's CEQA review, which was ultimately dismissed by the City Council in March 2018. As part of the dismissal action, the City Council amended the MND (the "Amended MND") to include certain "Substitute Environmental Mitigation Measures," which are attached hereto as Attachment C. After the City Council's action, the adjoining property owner filed a lawsuit regarding the City's environmental review. In June 2019, the Superior Court upheld the adequacy of the City's environmental review and the Amended MND and entered a judgment in favor of the City and the Developer. The adjoining property owner appealed the decision but ultimately settled the lawsuit in January 2020 without any further changes to the Amended MND.

After conducting its own independent analysis, staff is recommending that Metro, as a potentially responsible agency, consider the environmental effects of the Project as shown in the Amended MND, and adopt the additional measures regarding archaeological and paleontological resources set forth on Attachment D. The additional Metro measures address proper identification and handling of any archaeological and paleontological resources found on the Site during construction. Upon Board approval of the recommended actions, staff will file a Notice of Determination for the Project with the County Clerk and the State Clearinghouse which will be consistent with the Board's CEQA-related actions.

EQUITY PLATFORM

Consistent with the Equity Platform pillar "listen and learn," the Project has undergone a robust community engagement process as noted above. In addition, the Project provides an opportunity to "focus and deliver" by adding much needed transit-accessible, affordable housing stock to the community.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety as it merely authorizes the execution of a JDA, ground lease and other Development Documents for the Project. Once the ground lease is executed and construction of the Project commences, staff will oversee construction activities to ensure that they do not adversely impact Metro property, transit operations or the continued safety of staff, contractors and the public.

FINANCIAL IMPACT

Funding for Project-related joint development activities is included in the adopted FY21 budget under Cost Center 2210, Project 401020. Metro costs related to the Project that are not reimbursed by the Developer will be funded from General Funds, which are eligible for bus and rail operating and capital expenses.

Impact to Budget

There is no impact to the adopted FY21 budget, which includes costs associated with negotiation of the JDA, ground lease and other Development Documents, the review of the Project's design and the support of outreach efforts. No new capital investment or operating expenses are anticipated to implement the Project, and revenues from a Developer deposit offset certain staff and Project-related

professional service costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action supports the Strategic Plan Goal to "enhance communities and lives through mobility and access to opportunity." By advancing the Project, which includes delivery of commercial space and critical transit-accessible, affordable housing to the Boyle Heights community, the recommended action will specifically implement Initiative 3.2, which states "Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made."

ALTERNATIVES CONSIDERED

The Board could choose not to authorize execution of the JDA and ground lease. Staff does not recommend this alternative since proceeding with the Project is the quickest and surest way to bring much needed transit-accessible, affordable housing to the community, as well as commercial space, each of which is in alignment with Metro's Strategic Plan and Equity Platform. The Developer's longstanding commitment to the Project, including their financial investment to date, provides further reason not to choose this alternative.

NEXT STEPS

Upon approval of the recommended actions, Metro and the Developer will execute the JDA in accordance with the terms and conditions set forth in the Term Sheet (Attachment A). Upon execution of the JDA, staff and the Developer will work to (a) meet the conditions necessary to execute the ground lease to each party's satisfaction, and (b) complete predevelopment activities for the Project, including securing all financing for the Project, satisfying City of Los Angeles entitlement-related contingencies for building permit issuance, and obtaining a building permit. In addition, design refinements will be finalized, concluding in a Metro-approved set of construction drawings. Developer-led community engagement will continue, with updates to the BHNC, BHNC PLUC and DRAC as needed due to substantial Project changes, and prior to Project lease-up to ensure that qualified Boyle Heights residents are aware of this important affordable housing opportunity. Ultimately, the parties anticipate execution of a ground lease in the fourth quarter of 2021 in accordance with the terms and conditions set forth in the Term Sheet (Attachment A). Construction of the Project is expected to commence promptly thereafter and should be completed two years hence.

ATTACHMENTS

Attachment A - Summary of Key Terms and Conditions
Attachment B - Mitigated Negative Declaration
Attachment C - Substitute Environmental Mitigation Measures
Attachment D - Additional Measures Regarding Archaeological and Paleontological Resources
Attachment E - Site Plan and Renderings

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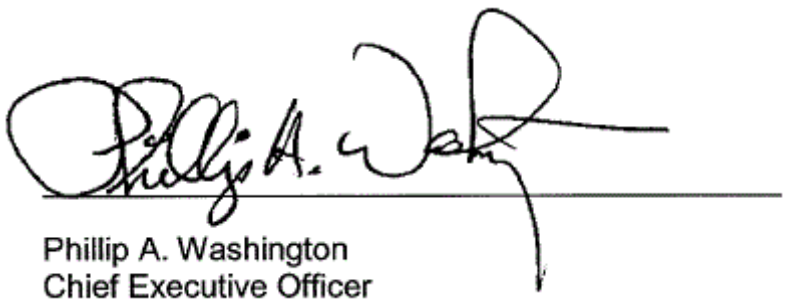

Phillip A. Washington
Chief Executive Officer

SUMMARY OF KEY TERMS AND CONDITIONS OF JOINT DEVELOPMENT AGREEMENT AND GROUND LEASE FOR THE LORENA PLAZA PROJECT AT LACMTA'S 1ST/LORENA JOINT DEVELOPMENT SITE

(DATED: JANUARY 31, 2021)

*This Summary of Key Terms and Conditions ("**Term Sheet**") outlines the key terms and conditions of a development transaction by and between the Los Angeles County Metropolitan Transportation Authority ("**LACMTA**") and A Community of Friends, a California Non-Profit Public Benefit Corporation ("**Developer**"), and its affiliates and related development entities, with respect to certain LACMTA real property situated on the northeast corner of 1st and Lorena Streets, in the community of Boyle Heights, in the City of Los Angeles. The development transaction contemplates, among other things, a proposed Joint Development Agreement ("**JDA**") between LACMTA and Developer, and a proposed ground lease ("**Ground Lease**") between LACMTA and Ground Lease Tenant (defined in Section 4.1). The purpose and intent of this Term Sheet is to set forth the general terms and conditions of the development transaction, including the JDA and Ground Lease. Any Section numbers referenced herein shall refer to the corresponding Section numbers in this Term Sheet.*

1. GENERAL DESCRIPTION

1.1 DEVELOPMENT SITE: LACMTA is the fee owner of approximately 1.3 acres of real property located at the northeast corner of 1st Street and Lorena Street, in the City of Los Angeles (the "**LACMTA Property**"). An approximately 0.4-acre portion of the LACMTA Property (the "**LACMTA Transit Property**") is currently improved with a traction power substation (the "**Traction Power Substation**") and will be excluded from the land leased to Ground Lease Tenant. The proposed development site (the "**Site**") comprises an approximately 0.8-acre portion of the LACMTA Property, exclusive of any abutting Dedications (defined below in Section 1.2). (The anticipated Dedications described in Section 1.2 total approximately 0.1 acres.) The Site, the LACMTA Property and the LACMTA Transit Property are depicted on Exhibit 1 attached hereto.

1.2 DEDICATIONS: LACMTA will consider any dedications and grants of LACMTA's real property rights in the LACMTA Property to the City of Los Angeles or other public or quasi-public entities as are reasonably necessary to support the development, construction, and operation of the Project (defined below), subject to acceptable compensation to LACMTA. Dedications and grants approved by LACMTA shall be referred to herein as "**Dedications**." Developer has informed LACMTA that, as of the date of this Term Sheet:

1. The City of Los Angeles is requiring the following dedications for public right-of-way purposes, each of which is depicted on Exhibit 1 attached hereto:

    a. a 1.75-foot-wide dedication along the northerly 150 feet (approximately) of the LACMTA Property's northwesterly boundary abutting Lorena Street; and

    b. a 2.5-foot-wide dedication along the northerly 216 feet (approximately) of the LACMTA Property's southeasterly boundary abutting an alley.

2. Developer does not know of any other dedications that will be required for purposes of the Project.

Subject to the approval of the LACMTA Board of Directors (the "**LACMTA Board**"), LACMTA does not take exception to the dedications described above; provided that the Developer and LACMTA have entered into the JDA and that such dedications do not negatively affect existing Public Transit Facilities (defined below) that are situated within or near the area to be dedicated.

1.3 DEDICATION REJECTIONS: Developer has indicated to LACMTA that (a) it has requested that the City of Los Angeles reject (the "**Dedication Rejection**") an approximately 695 square foot portion of a prior dedication abutting the LACMTA Property's southerly corner (the "**Rejection Area**") and (b) it has requested that the City of Los Angeles abandon and quitclaim to LACMTA the rights to a storm drain easement that cuts diagonally through the LACMTA Property from Lorena Street to just north of 1st Street (the "**Storm Drain Easement**"), including the right to install and maintain any storm drain improvements or any other improvements that were never installed in the Storm Drain Easement. The Rejection Area and the Storm Drain Easement are depicted on Exhibit 1 attached hereto. The Project (defined below) has been designed to encroach into the Rejection Area and landscaping and hardscape improvements are planned over the Storm Drain Easement. Developer acknowledges that (i) Developer or Ground Lease Tenant will redesign the Project to avoid the Rejection Area and accommodate any required setbacks, if the Dedication Rejection does not occur, and (ii) Developer or Ground Lease Tenant will obtain necessary approvals from the City of Los Angeles to construct landscaping and hardscape improvements over the Storm Drain Easement or will redesign the Project to eliminate any landscaping and hardscape improvements from this area, if the City of Los Angeles does not abandon and quitclaim to LACMTA the rights to the Storm Drain Easement. LACMTA does not take exception to the noted requests to reject the dedication of the Rejection Area or to abandon and quitclaim to LACMTA the rights to the Storm Drain Easement. LACMTA acknowledges that a

redesign of the Project requiring changes to certain design elements and a possible reduction of the square footage of the Project's Commercial Space (defined below) from 7,500 square feet to 5,000 square feet may be required if the Dedication Rejection does not occur. LACMTA agrees not to unreasonably withhold any approvals related to such changes if the Dedication Rejection does not occur.

1.4 PREMISES: The "**Premises**" shall be: (a) the Site plus the Rejection Area, in the event the Dedication Rejection occurs; or (b) the Site, in the event the Dedication Rejection does not occur.

1.5 PROPOSED PROJECT: The proposed development project (the "**Project**") will include, without limitation, (a) forty-nine (49) rental apartments (forty-eight (48) of which will be income-restricted affordable rental apartments and one (1) of which will be an unrestricted property manager's apartment), and having a Unit Mix as is more particularly indicated on either (i) Scenario 1 of Exhibit 2 attached hereto, in the event the Dedication Rejection occurs, or (ii) Scenario 2 of Exhibit 2 attached hereto, in the event the Dedication Rejection does not occur (collectively, the "**Affordable Housing**"); (b) approximately 7,500 square feet of commercial space (the "**Commercial Space**"), subject to possible reduction to 5,000 square feet pursuant to the following sentence; and (c) 48 to 53 parking spaces (38 of which will support the residential portion of the Project and the remaining 10-15 will support the Commercial Space). The Project will contain approximately 7,500 square feet of Commercial Space unless either the Dedication Rejection does not occur or a reduction in this space is reasonably required for the Project to be financially feasible; provided that any such reduction shall not exceed 2,500 square feet. The final square footage of the Commercial Space will dictate the final number of parking spaces supporting the Commercial Space, based on a parking ratio of 2 parking spaces per 1,000 square feet of this space. The Project shall comply with the City of Los Angeles' Green Building Code and shall be constructed to meet the minimum requirements of LEED certification.

1.6 PHASED DEVELOPMENT: The Project will be constructed in a single phase.

2. GENERAL CONDITIONS

2.1 FEDERAL, STATE AND LOCAL FUNDING SOURCE APPROVAL: Initial investigation by LACMTA indicates that the parcels comprising the LACMTA Property were acquired by LACMTA for purposes of the Metro L Line (formerly the Metro Gold Line), which was constructed using Federal and State funds. Therefore, the construction and operation of the Project, the Ground Lease

transaction, the Dedications and other development-related matters contemplated in this Term Sheet are subject to: (a) applicable Federal and State approvals/concurrences, (b) LACMTA confirmation that such actions will not violate any bond funding related requirements or restrictions imposed on LACMTA, the LACMTA Property or the Metro L Line, and (c) applicable bond trustee and bond holder approval (collectively, the "**Funding Approvals**"). After execution of the JDA, LACMTA shall work diligently to obtain the Funding Approvals, subject to the requirements of funding providers.

2.2 DEVELOPMENT ENTITLEMENTS AND OTHER LEGAL REQUIREMENTS: Developer has or will have obtained, prior to any LACMTA Board action with respect to the JDA or the Ground Lease, at its sole cost and expense, all required entitlements for the Project from the City of Los Angeles, as well as the completion of all CEQA Review (defined in the next sentence) related to the Project. "**CEQA Review**" of the Project, shall mean (a) environmental review and clearance of the Project pursuant to CEQA by the City of Los Angeles, as Lead Agency under CEQA, and the adoption of all related approvals/findings/determinations/certifications by the Los Angeles City Council and (b) environmental review and clearance of the Project pursuant to CEQA by LACMTA, as a Responsible Agency under CEQA, and the adoption of all related approvals/findings/determinations/certifications by the LACMTA Board. LACMTA will conclude its environmental review of the Project with the CEQA-related actions taken by the LACMTA Board when it authorizes execution of the JDA and Ground Lease in accordance with this Term Sheet. Developer and Ground Lease Tenant shall comply with all applicable City of Los Angeles zoning, land use, planning and entitlement-related requirements and other legal requirements related to the development, construction and operation of the Project.

2.3 COMPLIANCE WITH LAWS: During the term of the JDA and Ground Lease, Developer and Ground Lease Tenant (as applicable), at their sole expense, shall comply with all applicable federal, state and local laws, ordinances, regulations, rules and orders with respect to their respective rights and responsibilities under the JDA and Ground Lease. Furthermore, Developer shall acknowledge in the JDA that in LACMTA's performance of its obligations and adherence to the terms and conditions of the JDA, LACMTA is subject to all applicable federal and state laws (including, but not limited to, California Government Code Section 54220 *et seq*. (the "**Surplus Land Act**")), and that LACMTA shall not be obligated to perform any obligation or adhere to any covenant under the JDA if such performance or adherence would result in a violation of any such laws.

2.4 AS-IS CONDITION: The Premises are being offered to Developer and Ground Lease Tenant for construction and operation of the Project under the Ground Lease in its as-is condition, without any warranty by LACMTA.

2.5 SITE REMEDIATION: Neither Ground Lease Tenant, Developer nor LACMTA shall be responsible for any clean-up/remediation of the Premises, except that after execution of the Ground Lease, Ground Lease Tenant shall be required to clean-up/remediate any actionable levels of hazardous substances existing on the Premises to the extent necessary for the lawful construction and operation of the Project, subject to the specific rights, obligations and responsibilities of LACMTA and Ground Lease Tenant to be set forth in the Ground Lease.

2.6 OIL WELL: An abandoned oil well (the "**Oil Well**") is located on the Premises. Developer has informed LACMTA of the following:

(a) The Oil Well was used for exploratory purposes only by Boyle Royalties Company, a California corporation, (the "**Oil Well Owner**"). It was abandoned in 1949, a week after it was drilled.
(b) To develop the Project, the Oil Well must be re-abandoned to current regulatory standards (the "**Re-Abandonment**") as required and established by the California Geologic Energy Management Division ("**CalGEM**") and the Los Angeles Office of Petroleum and Natural Gas Administration and Safety ("**LA OPNGA**").
(c) The Oil Well Owner no longer exists and has no existing successors.

To facilitate the Re-Abandonment, LACMTA, as the owner of the LACMTA Property, agrees to be the CalGEM-registered owner of the Oil Well and to commence the registration process with CalGEM promptly upon execution of the JDA and shall use commercially reasonable efforts to complete the process as expeditiously as possible; provided that Ground Lease Tenant agrees to perform the Re-Abandonment and any required remediation and clean-up that results therefrom at its sole cost and expense commencing with commencement of construction of the Project. The Re-Abandonment and any required remediation and clean-up that results therefrom shall be performed in accordance with a work plan and site-specific health and safety plan approved by LACMTA in its reasonable discretion; provided that compliance with any CalGEM or other regulatory requirement shall be deemed reasonable. The work plan, site-specific health and safety plan and Re-Abandonment shall be prepared/performed by a firm specializing in well abandonment consistent with California law and CalGEM requirements which firm shall be approved by LACMTA in its reasonable discretion.

2.7 SUPERSEDURE: This Term Sheet supersedes and replaces any and all term sheets or summaries of key terms and conditions relating to the LACMTA Property, the Project or any joint development agreement or ground lease with respect to the LACMTA Property and dated prior to the date of this Term Sheet. Notwithstanding the foregoing, that certain Exclusive Negotiation Agreement and Planning Document between LACMTA and Developer, dated June 27, 2013, as amended (the "**ENA**"), shall remain in full force and effect and be unchanged by this Term Sheet.

3. KEY JDA TERMS:

3.1 JDA - GENERALLY: The JDA will address matters between Developer and LACMTA regarding the Project and the LACMTA Property commencing on the JDA Commencement Date (defined below) and, unless terminated sooner, ending on the JDA Expiration Date (defined below). After (a) the LACMTA Board has authorized execution of the JDA, Ground Lease and other transaction-related documents in accordance with this Term Sheet and (b) the CEQA Review is complete, then LACMTA and Developer will enter into a JDA containing terms and conditions that are substantially consistent with those set forth in this Term Sheet, subject to any modifications as directed by the LACMTA Board that are agreed to by Developer.

3.2 JDA TERM: The JDA term (the "**JDA Term**") shall commence upon execution of the JDA by LACMTA and Developer (the "**JDA Commencement Date**") and shall expire on the earlier to occur of December 31, 2022 or execution of the Ground Lease ("**JDA Expiration Date**"). Notwithstanding the foregoing, LACMTA shall have the right to terminate the JDA for defaults that will be detailed in the JDA, subject to applicable notice and cure periods.

3.3 JDA CONSIDERATION/ HOLDING RENT: As consideration for the rights granted to Developer during the JDA Term, commencing with the JDA Commencement Date and continuing throughout the JDA Term, Developer will pay LACMTA a monthly non-refundable holding rent ("**Holding Rent**") at the commencement of each month of the JDA Term in an amount equal to $1,131. Holding Rent for partial months at the beginning and end of the JDA Term shall be prorated. All Holding Rent due LACMTA shall be non-refundable, but all Holding Rent received by LACMTA shall be applied at Closing (defined below) as a credit against the Capitalized Rent due under the Ground Lease, in the event the Ground Lease is executed.

3.4 CLOSING/CONDITIONS TO CLOSING: During the term of the JDA, LACMTA and Developer shall (a) open an escrow ("**Escrow**") with an escrow holder that is mutually

acceptable to Developer and LACMTA and (b) work in good faith to satisfy certain conditions precedent to execution of the Ground Lease that shall be set forth in the JDA (the "**Closing Conditions**"). When all of the Closing Conditions have been satisfied (or waived by the applicable party) and when Developer has assigned to Ground Lease Tenant Developer's right under the JDA to enter into the Ground Lease, then Ground Lease Tenant and LACMTA will enter into the Ground Lease. The "**Closing**" shall occur on the date that Ground Lease Tenant and LACMTA enter into the Ground Lease Documents related to Closing, including, without limitation, the Ground Lease, will be executed by LACMTA, as one party, and Developer and/or Ground Lease Tenant, as the other party(ies), as is necessary to properly effectuate the Closing.

The Closing Conditions will require, among other things, that (a) Ground Lease Tenant has obtained financing sufficient to fund the construction and operation of the Project; (b) Ground Lease Tenant has delivered to LACMTA evidence and assurances demonstrating that Ground Lease Tenant has the financial resources in place to construct and operate the Project ("**Financial Assurances**"), which Financial Assurances will include evidence to the reasonable satisfaction of LACMTA that all funding sources for construction and operation of the Project are fully committed without reservation, subject to standard conditions of disbursement; (c) Ground Lease Tenant shall have applied for and received all governmental approvals necessary (including LACMTA and City of Los Angeles approvals and City of Los Angeles entitlements) for the development, construction, and operation of the Project (including LACMTA approval of the Final Construction Documents (defined below) for the Project (such LACMTA-approved Final Construction Documents, the "**Approved Construction Documents**")); (d) all necessary CEQA Review for the Project has occurred and all related CEQA approvals/findings/determinations/certifications have been made by the applicable governmental authorities, and all applicable statutes of limitation have run without a lawsuit having been timely filed (but if so filed, then final adjudication or dismissal with prejudice of such lawsuit has occurred, upholding the approvals/findings/determinations/certifications); (e) Ground Lease Tenant has received a "ready to issue" letter from the City of Los Angeles for all building permits necessary for the construction of the Project in accordance with the Approved Construction Documents; (f) Ground Lease Tenant and LACMTA have executed and delivered to Escrow the Ground Lease and all other transaction documents to be executed and delivered by Ground Lease Tenant and/or LACMTA as contemplated in the JDA; (g) all Funding Approvals have been received; (h) Ground Lease Tenant has provided LACMTA with Payment and Performance Bonds, guaranteeing and securing Completion of the

Project (defined below), each in a form satisfactory to LACMTA; and (i) LACMTA has received all the required assurances that Ground Lease Tenant is ready to commence construction of the Project promptly following the Closing. As used in this Term Sheet, the term "**Completion of the Project**" shall occur when Ground Lease Tenant receives a final certificate of occupancy from the City of Los Angeles permitting occupancy of the entire Project. Notwithstanding the foregoing, Ground Lease Tenant shall be required to promptly complete all Project construction with respect to the LACMTA Design Concerns (defined below) in substantial conformance with the Approved Construction Documents, or as otherwise approved by LACMTA. Upon such completion, LACMTA shall provide Ground Lease Tenant with a written notice that the LACMTA Design Concerns were completed pursuant to the preceding sentence.

3.5 JDA DESIGN REVIEW: During the JDA Term and the Construction Period (defined below), LACMTA will have the right to review and approve the design of the Project to the extent of any design elements that affect, directly or indirectly the following (collectively, the "**LACMTA Design Concerns**"):

(a) The LACMTA Operations-Related Concerns (defined below);

(b) The exterior of the Project, including its appearance, scale, configuration, height, massing, modulation, roof line, materials, entries, fenestration, balconies, signage, and lighting that can be seen from any public right-of-way, and specifically excluding interior courtyard elevations;

(c) The public realm surrounding the Project, including public features such as outdoor seating, lighting, and street trees, and the pedestrian experience along Project frontages;

(d) The relationship of the Project to the surrounding community, including adjacent properties, and public streets, alleys and spaces;

(e) The Project's public open spaces, including landscaped and hardscaped elements, and other public features such as seating and other street furnishings, lighting, and street trees;

(f) The Project's bicycle and vehicular elements and its public pedestrian elements and the relationship of such elements to building entries, transit service and the public realm;

(g) A change in the scope of the Project from that set forth in Section 1.5; and

(h) The Commercial Space, including its depth, location in the Project, and adequacy of infrastructure for specific uses.

LACMTA shall not have the right to review or approve floor plans or non-structural interior elements, except to the extent of the LACMTA Design Concerns, and shall not have the right to review or approve interior finishes.

LACMTA's exercise of its rights hereunder for matters that **are not** related to LACMTA Operations-Related Concerns will be at LACMTA's reasonable discretion, except to the extent that the design of the Project as depicted, described and specified on any such plans and specifications **does not** represent a logical evolution of the design depicted, described and specified on those plans and specifications approved by LACMTA at the preceding level of design development (a "**Logical Evolution**").

LACMTA's exercise of its rights hereunder for matters that **are** related to LACMTA Operations-Related Concerns or **are not** a Logical Evolution will be at LACMTA's sole and absolute discretion. LACMTA's design approval rights as set forth herein are, in part, intended to ensure that the Project meets LACMTA's Satisfactory Continuing Control Requirement (as defined in Section 4.21).

Except as otherwise approved in writing by LACMTA, the Project's Final Construction Documents shall be a Logical Evolution of the plans and specifications generally known as 100% Design Development Drawings, dated July 24, 2020, as detailed and referenced in Exhibit 3 attached hereto (the "**100% Design Development Drawings**").

"**Final Construction Documents**" means final plans and specifications required by the City of Los Angeles for the issuance of all building permits with respect to construction of the Project and containing details as would be reasonably necessary to allow LACMTA to assess all impacts of such construction in accordance with LACMTA's rights under the JDA.

"**LACMTA Operations-Related Concerns**" means (a) the operations of LACMTA, including the experience of transit patrons and transit users, (b) LACMTA's exercise of its Retained Rights (defined below) and any area subject to the Retained Rights, (c) the LACMTA Transit Property, the Public Transit Facilities, the access to or from each of the same, and the maintenance, repair, modification, renovation and replacement of each of the same, (d) the lateral and subjacent support to the LACMTA Transit Property, the Public Transit Facilities and any area providing support necessary for LACMTA to exercise its Retained Rights, and (e)

public, transit patron and LACMTA employee and contractor health and safety.

"**LACMTA Transit Equipment**" means all of the equipment, cable, conduit, fixtures, furnishings, and vehicles located or operating in, on, under, over, about, or adjacent to the LACMTA Property and used or installed by LACMTA for any transit purpose, including ticket vending machines, ticket validation and gating systems and other equipment serving a comparable function, map and information cases and directional signs, lighting, security cameras, rail cars, vehicles, tracks, signaling devices, maintenance equipment, public address systems, fire protection equipment, communication antennas, and all other transit related or LACMTA related equipment and vehicles.

"**Public Transit Facilities**" means all transit-related or LACMTA-related improvements, structures, stations, equipment, fixtures, trains, subways, buses and furnishings now existing or hereafter located in, on, under, near, adjacent to, and/or passing through, the LACMTA Property, including, without limitation, the Traction Power Substation and its related improvements, the LACMTA Transit Equipment, water lines, sanitary sewer lines, storm sewer improvements, electrical lines, antennas, elevator, shafts, vents, portals, and exits.

3.6 FINAL CONSTRUCTION DOCUMENT REVIEW TIMING: **[INTENTIONALLY OMITTED.]**

3.7 OUTREACH: During the JDA Term, Developer shall lead and conduct public outreach with respect to the scope and design of the Project in accordance with the outreach plan ("**Outreach Plan**") attached hereto as Exhibit 4. Such Outreach Plan may be amended from time to time by Developer, subject to LACMTA's written approval, which approval shall not be unreasonably withheld, conditioned or delayed.

3.8 TRANSFERS, ASSIGNMENT AND SUBLETTING: Except (a) for a one-time transfer by Developer to Ground Lease Tenant immediately prior to the execution of the Ground Lease and (b) as otherwise approved in writing by LACMTA in its sole and absolute discretion, Developer shall not transfer or assign its rights or obligations under the JDA or any portion thereof.

4. KEY GROUND LEASE TERMS:

4.1 GROUND LEASE TENANT: Lorena Plaza, L.P., a California limited partnership ("**Ground Lease Tenant**").

4.2 GROUND LEASE –

GENERALLY: At Closing, LACMTA, as landlord, and Ground Lease Tenant, as tenant, will enter into the Ground Lease, which will provide for the development, construction and operation of the Project on the Premises by Ground Lease Tenant, at Ground Lease Tenant's sole cost and expense. The Ground Lease will contain terms and conditions that are substantially consistent with those set forth in this Term Sheet, subject to such modifications as may be directed by the LACMTA Board that are agreed to by Ground Lease Tenant.

4.3 CONSTRUCTION/ CONSTRUCTION PERIOD: The Project shall be constructed in accordance with the Approved Construction Documents, which LACMTA, Developer and Ground Lease Tenant intend to be a Logical Evolution (pursuant to Sections 3.5 and 4.12) of the 100% Design Development Drawings. The Ground Lease will require commencement of construction within thirty (30) days after the Commencement Date (defined below). The construction period for the Project ("**Construction Period**") will commence on the Commencement Date and terminate upon Completion of the Project in accordance with the Ground Lease.

4.4 UNSUBORDINATED GROUND LEASE: Neither LACMTA's interests under the Ground Lease (including Federal and State interests as a providers of funds for the Metro L Line (formerly the Metro Gold Line)) nor LACMTA's Satisfactory Continuing Control Requirement shall be subordinated to any interest that Ground Lease Tenant or its lenders or investors will have in the Premises. Notwithstanding the foregoing, LACMTA agrees to (a) work in good faith with Ground Lease Tenant and Developer to reach an agreement on the forms of separate riders to the Ground Lease (each, a "**Lease Rider**") amending the Ground Lease for the benefit of the California Tax Credit Allocation Committee ("**TCAC**") and, if applicable, the California Department of Housing and Community Development ("**HCD**"), as is reasonably required by either party in connection with an award of tax credits or other financing for the Project, and (b) upon reaching agreement on a particular form for each Lease Rider to allow such Lease Rider, once executed, to be recorded against the fee interest in the Premises.

4.5 GROUND LEASE PREMISES: The premises under the Ground Lease shall be the Premises.

4.6 GROUND LEASE TERM: The term of the Ground Lease will commence on the date of the Closing, pursuant to the terms of the JDA, (such date being the "**Commencement Date"**) and will expire on the date occurring seventy-five (75) years after the Commencement Date (the "**Ground Lease Term**").

4.7 CAPITALIZED GROUND RENT: Upon execution of the Ground Lease, Ground Lease Tenant shall pay LACMTA a capitalized rent payment (the "**Capitalized Rent**") in an amount equal to five hundred forty-three thousand dollars ($543,000) for the entire Ground Lease Term. The Capitalized Rent reflects a discount of $711,963 (approximately 57%) from the $1,254,163 deemed fair market value of the Premises (i.e. the $2,715,000 appraised value of the Premises which assumes that the Oil Well is not present on the Premises, less the $1,460,037 estimated cost of the Re-Abandonment).

4.8 PERCENTAGE RENT: Ground Lease Tenant shall pay LACMTA percentage rent in an amount equal to twenty-five percent (25%) of all gross rent paid or credited to Ground Lease Tenant for uses of the Commercial Space ("**Percentage Rent**"). Percentage Rent shall be calculated on a calendar year basis and shall be due to LACMTA from Ground Lease Tenant annually, in arrears, on June 1st of the calendar year following the subject calendar year, with a full accounting of the amount due. To the extent the rent paid for the use of any portion of the Commercial Space is less than the fair market rent for such space, LACMTA will calculate Percentage Rent on an imputed market rent for such use; provided, however, if all or a portion of the Commercial Space is leased to an entity providing an essential service to the community, then LACMTA will collect 25% of actual gross rent paid. For the purposes of the preceding sentence, an "**essential service to the community**" shall include uses that LACMTA determines to be essential to the Boyle Heights community.

4.9 NET LEASE: All rent to be paid by Ground Lease Tenant under the Ground Lease shall be absolutely net to LACMTA without offset, deduction or withholding. Ground Lease Tenant shall be responsible for all capital costs and operating expenses attributable to the development, construction, operation and maintenance of the Project, including all taxes and assessments levied upon the Project or any interest in the Ground Lease. Ground Lease Tenant is aware that the Premises are also subject to possessory interest taxes, which shall be paid by Ground Lease Tenant.

4.10 SALE/REFINANCING PROCEEDS: Upon a Refinancing (defined below) of the Project, Ground Lease Tenant shall pay LACMTA, as a fee for LACMTA's consent in connection with such Refinancing, an amount equal to twenty percent (20%) of all Refinancing Net Proceeds (defined below) received by Ground Lease Tenant for the Refinancing of the Project. Upon a Sale (defined below) of the Project, Ground Lease Tenant shall pay LACMTA, as foregone rent in connection with the Sale of the Project, an amount equal to the lesser of (a) twenty percent (20%) of all Sale Net Proceeds (defined below)

received by Ground Lease Tenant for the Sale of the Project, and (b) Cumulative Foregone Rent (defined below). LACMTA shall have audit rights to verify the calculation of Refinancing Net Proceeds and Sale Net Proceeds.

"**CPI Adjusted Foregone Rent**" means the greater of: (a) the Foregone Rent existing just prior to a particular Foregone Rent CPI Adjustment Date and (b) the Foregone Rent existing just prior to such Foregone Rent CPI Adjustment Date as adjusted for changes in the CPI for the prior 12-month period.

"**Cumulative Foregone Rent**" means with respect to a particular Sale, the sum of the Foregone Rent that has accrued over the period between the Commencement Date and the Sale date, less the amount of any Sale Net Proceeds or Foregone Rent previously paid to LACMTA.

"**Foregone Rent**" means the annual rent (or portion thereof) foregone by LACMTA as a result of LACMTA receiving less than fair market rent under the Ground Lease, which amount shall equal:

(a) For the first year of the Ground Lease Term, the amount resulting from multiplying the $711,963 Capitalized Rent discount by a 7% cap rate; and

(b) For each subsequent year of the Ground Lease Term, the CPI Adjusted Foregone Rent.

Notwithstanding the foregoing, the Foregone Rent for the year in which LACMTA receives LACMTA's Pro Rata Share of Cost Savings (if any) shall be adjusted downward as follows:

The Foregone Rent shall be recalculated as the sum of the $711,963 Capitalized Rent discount minus LACMTA's Pro Rata Share of Cost Savings (if any) multiplied by a 7% cap rate. The foregoing sum shall then by adjusted for changes in the CPI between the first year of the Ground Lease Term and the year in which the adjustment occurs, which shall result in the "**Adjusted Foregone Rent**". Each subsequent year of the Ground Lease Term shall apply the Adjusted Foregone Rent to the CPI adjuster in the definition of CPI Adjusted Foregone Rent.

"**Foregone Rent CPI Adjustment Date**" means each annual anniversary of the Commencement Date.

"**Refinancing**" shall be defined as the creation or substantial modification of a loan secured directly or indirectly by any portion of the Premises, the Project, Ground Lease Tenant, and/or

Ground Lease Tenant's leasehold interest under the Ground Lease.

"**Refinancing Net Proceeds**" means with respect to each Refinancing, the gross principal amount of the Refinancing, less (a) the amount of any then-existing debt secured directly or indirectly by any portion of the Premises, the Project, Ground Lease Tenant, and/or Ground Lease Tenant's leasehold interest under the Ground Lease that is satisfied out of the Refinancing proceeds, (b) amounts to be used by Ground Lease Tenant to make repairs or capital improvements to the Project within twenty four (24) months after the closing date of the Refinancing, and (c) the following transaction costs and expenses paid by Ground Lease Tenant to any non-affiliate of Ground Lease Tenant in connection with the consummation of the Refinancing, to the extent such costs are commercially reasonable: escrow fees, title charges, lender fees or charges, recording costs, brokerage commissions, attorneys' fees and a reasonable developer fee to Ground Lease Tenant or an affiliate thereof to cover costs related to the consummation and administration of the Refinancing.

"**Sale**" means the direct or indirect transfer of any portion of the beneficial interest in the Premises, the Project, and/or Ground Lease Tenant's leasehold interest under the Ground Lease.

"**Sale Net Proceeds**" means with respect to each Sale, the total consideration less (a) the amount of any then-existing debt secured directly or indirectly by any portion of the beneficial interest in the Premises, the Project, and/or Ground Lease Tenant's leasehold interest under the Ground Lease that is satisfied out of the Sale proceeds, and (b) the following transaction costs and expenses paid by Ground Lease Tenant to any non-affiliate of Ground Lease Tenant in connection with the consummation of the Sale, to the extent such costs are commercially reasonable: escrow fees, title charges, lender fees or charges, recording costs, brokerage commissions and attorneys' fees (and, for re-syndications only, a reasonable developer fee to Ground Lease Tenant or an affiliate thereof to cover costs related to the consummation and administration of the re-syndication proceeds).

4.11 DISTRIBUTION OF CONSTRUCTION COST SAVINGS:

To the extent that the Project has any Cost Savings (defined below) and subject to receipt of customary approvals from TCAC regarding the distribution of such Cost Savings to the Project's Subsidy Providers (defined below), Ground Lease Tenant shall pay LACMTA's Pro Rata Share of Cost Savings (defined below) to LACMTA, within sixty (60) days after the Ground Lease Tenant's receipt of the Forms 8609 from TCAC (certifying that the

Developer-submitted TCAC Cost Certification (defined below) is acceptable); provided, however, that such amount shall not exceed the Capitalized Foregone Rent (defined below). Ground Lease Tenant shall submit the TCAC Cost Certification to TCAC no later than one (1) year after Completion of the Project and anticipates receipt of the Forms 8609 within one (1) year after such submission. LACMTA shall have audit rights to verify the calculation of Cost Savings and LACMTA's Pro Rata Share of Cost Savings.

"**Capitalized Foregone Rent**" means $711,963 (i.e. the $2,715,000 fair market value of the Premises (assuming that the Re-Abandonment has been completed), minus the $543,000 Capitalized Rent, minus the $1,460,037 estimated cost to complete the Re-Abandonment (defined in Section 2.6)).

"**Cost Savings**" means total Project Funding minus total Development Costs.

"**Development Costs**" means the actual hard and soft costs incurred by Ground Lease Tenant for the initial development and construction of the Project, including, without limitation all deferred developer fees due Ground Lease Tenant, as reflected on Ground Lease Tenant's TCAC Cost Certification.

"**LACMTA's Pro Rata Share of Cost Savings**" shall be equal to the Cost Savings (if any) multiplied by the Capitalized Foregone Rent and divided by the sum of the Capitalized Foregone Rent and all Soft Loans.

"**Project Funding**" means all public and private funding provided to Ground Lease Tenant for the initial development and construction of the Project, including the Total Project Subsidy.

"**Soft Loans**" means public loans provided to Ground Lease Tenant for purposes of the development of the Project that allow debt service payments to be paid from Project net cash flow (i.e. residual receipts). Soft Loans exclude any operating subsidies.

"**Subsidy Providers**" means LACMTA with respect to the Foregone Rent and all Soft Loan providers with respect to their Soft Loans.

"**TCAC Cost Certification**" means that certain cost certification prepared by Ground Lease Tenant and approved by TCAC in accordance with California Code of Regulations Title 4, Division 17, Chapter 1, Section 10322(i)(2) and setting forth the actual Development Costs, Project Funding and Total Project Subsidy for the initial development and construction of the Project.

"**Total Project Subsidy**" means all public funding provided to Ground Lease Tenant for the initial development and construction of the Project, including Soft Loans and the Capitalized Foregone Rent (and excluding any operating subsidy).

4.12 GROUND LEASE DESIGN REVIEW: With respect to the initial construction of the Project, Ground Lease Tenant shall not make any changes to the Approved Construction Documents or the Project that affect the LACMTA Design Concerns without the prior consent of LACMTA and any such changes shall be requested in writing by Ground Lease Tenant. During the Construction Period, LACMTA will have design review rights with respect to any such changes in the same manner as set forth in Section 3.5**.** LACMTA's exercise of its rights hereunder for changes that represent Logical Evolutions of the design and are not related to LACMTA Operations-Related Concerns will be at LACMTA's reasonable discretion. LACMTA's exercise of its rights hereunder for changes that are related to LACMTA Operations-Related Concerns or are not Logical Evolutions of the design will be at LACMTA's sole and absolute discretion. In addition to the foregoing, LACMTA will retain during the Ground Lease Term similar design approval rights as set forth in Section 3.5 for any substantive Project changes or improvements sought by Ground Lease Tenant after the initial construction of the Project. LACMTA's design approval rights as set forth herein are, in part, intended to ensure that the Project meets LACMTA's Satisfactory Continuing Control Requirement.

4.13 DEEMED APPROVAL: [INTENTIONALLY OMITTED.]

4.14 MAINTENANCE AND OPERATIONS: Ground Lease Tenant shall maintain and operate all portions of the Project and the Premises at its sole cost and expense, pursuant to maintenance and operations standards to be mutually agreed between LACMTA and Ground Lease Tenant and set forth in the Ground Lease.

4.15 DEMOLITION/ DEMOLITION SECURITY: At the expiration or earlier termination of the Ground Lease ("**Expiration Date**"), at LACMTA's option, as specified in writing by LACMTA up to ninety (90) days after the Expiration Date, Ground Lease Tenant shall (a) demolish and remove the Project and any improvements located on the Premises, exclusive of any LACMTA improvements and/or transportation-related amenities and facilities then located on the Premises and (b) return the Premises to LACMTA in its otherwise original condition (collectively, the "**Demolition**"), all at Ground Lease Tenant's sole cost and expense. Ground Lease Tenant shall have no right to demolish or remove the Project or any improvements on the

Premises that LACMTA does not instruct Ground Lease Tenant to demolish or remove.

On the sixty-third (63rd) anniversary of the Commencement Date, Ground Lease Tenant shall deliver to LACMTA a report for LACMTA's review and approval prepared by a construction and demolition expert reasonably approved by LACMTA that details the means and methods that would be employed to complete the full Demolition of the Project ("**Demolition Report**"). The Demolition Report shall be prepared at Ground Lease Tenant's sole cost and expense and shall include a detailed cost estimate for such full Demolition. The Demolition Report shall detail (i) a form of security proposed by Ground Lease Tenant to secure, for the benefit of LACMTA, the funding of the costs necessary to complete the full Demolition (the "**Demolition Security**") and (ii) a schedule reasonably satisfactory to LACMTA for the funding of the Demolition Security by Ground Lease Tenant, which schedule shall in all events provide for delivery of the Demolition Security to LACMTA no later than five (5) years prior to the Expiration Date. The Demolition Report shall be subject to LACMTA's reasonable approval. The form of Demolition Security can be a deposit of funds, a letter of credit, a bond or other form of security, each in form and amount, and from an issuer, reasonably satisfactory to LACMTA in accordance with the LACMTA-approved Demolition Report. Upon the completion of the Demolition, if any, by Ground Lease Tenant and performance of any other obligations of Ground Lease Tenant under the Ground Lease, subject to set off by LACMTA for any amounts payable by Ground Lease Tenant to LACMTA pursuant to the Ground Lease, LACMTA shall return/release the Demolition Security to Ground Lease Tenant.

The Ground Lease shall set forth further details regarding the specifics and procedures related to the Demolition, the Demolition Report and the Demolition Security.

4.16 FINANCING AND ENCUMBRANCES:

Subject to LACMTA's reasonable approval, Ground Lease Tenant may finance and refinance the Project with mortgages, deeds of trust or other financing instruments that encumber its leasehold estate; provided, however, in no event shall LACMTA's Satisfactory Continuing Control Requirement, LACMTA's fee title interest or rent payable to LACMTA under the Ground Lease, be subordinated or subject to Ground Lease Tenant's financing or other claims or liens (except as set forth below in Section 4.17 in connection with Project-related affordable housing financing sources). Such encumbrances and financings shall be subject to LACMTA's reasonable approval, except with respect to certain Permitted Financing Events (defined below) meeting specific criteria to be set forth in the Ground Lease, which shall not require LACMTA's approval. Subject to the satisfaction of certain criteria

set forth in the Ground Lease and provided that such financing for the Project is obtained from institutional lenders, governmental lenders, quasi-governmental lenders, or an affiliate of Ground Lease Tenant and is secured with typical lender encumbrances of Ground Lease Tenant's interest in the Premises and the Project, "**Permitted Financing Events**" shall include such financing as is required to maintain the financial feasibility of the Project in the event of the loss or reduction of the Project Based Vouchers subsidy provided to support the operation of the thirty-two (32) apartments providing permanent supportive housing to formerly homeless households earning up to 30% of the Area Median Income ("**AMI**").

4.17 AFFORDABILITY REQUIREMENTS/ FLOAT-UP :

The Ground Lease shall require Ground Lease Tenant to restrict the Project's Affordable Housing throughout the entire Ground Lease Term as indicated in either (a) Scenario 1 of Exhibit 2 attached hereto, in the event the Dedication Rejection occurs, or (b) Scenario 2 of Exhibit 2 attached hereto, in the event the Dedication Rejection does not occur. All income restrictions shall be based on AMI levels set by TCAC. The Ground Lease shall also require that the unit mix for the Project's apartments be restricted throughout the Ground Lease Term as set forth on either (a) Scenario 1 of Exhibit 2 attached hereto, in the event the Dedication Rejection occurs, or (b) Scenario 2 of Exhibit 2 attached hereto, in the event the Dedication Rejection does not occur. Notwithstanding the foregoing, the Ground Lease shall provide that in the event of a reduction in or loss of Project Based Vouchers (or a similar operating subsidy) supporting operations related to the Project's thirty-two (32) permanent supportive housing apartments ("**PBV Reduction**") during the Ground Lease Term, Ground Lease Tenant may, during the period of any such PBV Reduction and only with respect to any of the thirty-two (32) permanent supportive housing apartments that become vacant during such period, lease the Project's apartments to households that earn up to 60% of AMI and/or do not require supportive services; provided that Developer shall be allowed to utilize such measures only for the duration of and to the extent of the PBV Reduction.

4.18 AFFORDABLE HOUSING & ENTITLEMENT-RELATED COVENANTS:

Ground Lease Tenant may encumber its leasehold estate with affordable housing covenants and other covenants, easements or encumbrances reasonably required by Ground Lease Tenant's Project-related affordable housing funding sources or the City of Los Angeles as a condition to granting Project approvals, entitlements and building permits, which covenants, easements or

encumbrances shall be subject to LACMTA's review and reasonable approval. LACMTA will reasonably consider the encumbrance of its fee title interest with certain covenants, if required by Ground Lease Tenant's Project-related affordable housing funding sources or the City of Los Angeles as a condition to granting Project approvals entitlements or building permits; provided that Ground Lease Tenant agrees to (a) perform all obligations under said covenants during the Ground Lease Term, (b) indemnify LACMTA for all claims and losses resulting from Ground Lease Tenant's failure to do the same, and (c) cooperate with LACMTA in its negotiations of any such agreement with the City of Los Angeles. Notwithstanding the foregoing, LACMTA agrees to (i) work in good faith with Ground Lease Tenant and Developer to reach an agreement on the forms of separate Lease Riders amending the Ground Lease for the benefit of TCAC and, if applicable, HCD, as is reasonably required by either party in connection with an award of tax credits or other financing for the Project, and (ii) upon reaching agreement on a particular form for each Lease Rider to allow such Lease Rider, once executed, to be recorded against the fee interest in the Premises.

4.19 FEDERAL CIVIL RIGHTS COVENANTS:

Ground Lease Tenant shall comply with all applicable Federal nondiscrimination requirements, including applicable sections of Title 49 of the Code of Federal Regulations.

4.20 TRANSFERS, ASSIGNMENT, AND SUBLETTING:

Except for limited permitted exceptions to be set forth in the Ground Lease, Ground Lease Tenant shall not transfer, assign or sublet (except for the typical subleasing of the apartments and Commercial Space within the Project) its rights or obligations under the Ground Lease, or any beneficial interests in Ground Lease Tenant (each, a "**Transfer**"):

a. Prior to Completion of the Project; and

b. After Completion of the Project, except in accordance with reasonable transfer criteria (including, without limitation, criteria regarding the creditworthiness and experience of any proposed transferee and its affiliates and applicable Federal and State approvals and provisions regarding debarment and suspension) to be negotiated by LACMTA and Ground Lease Tenant and included in the Ground Lease.

Notwithstanding the foregoing, the Ground Lease will allow Ground Lease Tenant to make certain "**Permitted Transfers**" without LACMTA's consent; provided that (a) Ground Lease Tenant is not in breach or default under the Ground Lease, (b)

Ground Lease Tenant provides written notice to LACMTA of Ground Lease Tenant's intent to effectuate a Permitted Transfer in accordance with time frames set forth in the Ground Lease and with sufficient detail for LACMTA to reasonably determine that the intended Transfer is a Permitted Transfer, (c) Ground Lease Tenant provides written notice to LACMTA of the consummation of the Transfer in accordance with time frames set forth in the Ground Lease and with sufficient detail for LACMTA to reasonably determine that the Transfer was a Permitted Transfer, (d) the Permitted Transfer complies fully with all applicable provisions of the Ground Lease, (e) no Permitted Transfer shall release Ground Lease Tenant from any part of its obligations under the Ground Lease, except as expressly set forth in the Ground Lease, and (f) no such Permitted Transfer shall result in a Change of Control, except as expressly permitted in the Ground Lease. Subject to the conditions set forth in the previous sentence, Permitted Transfers shall include: (i) a transfer of the initial limited partnership interest in Ground Lease Tenant to an investor limited partner and the subsequent transfer of such investor's limited partnership interest in Ground Lease Tenant to another investor or an affiliate of Ground Lease Tenant (which LACMTA and Ground Lease Tenant acknowledge will result in a Change of Control), and (ii) the replacement of Ground Lease Tenant's general partner for cause with an affiliate of the limited partner in accordance with the terms of Ground Lease Tenant's partnership agreement (which LACMTA and Ground Lease Tenant acknowledge will result in a Change of Control), provided that in each case such investor or affiliate meets certain transferee requirements set forth in the Ground Lease. "**Change of Control**" means (y) a change in the identity of the entity with the power to direct or cause the direction of the management and policies of Ground Lease Tenant, whether through the ownership of voting securities, by contract or otherwise, or (z) the transfer, directly or indirectly, of fifty percent (50%) or more of the beneficial ownership interest in Ground Lease Tenant.

4.21 RETAINED RIGHTS: LACMTA shall retain from the rights granted to Ground Lease Tenant under the Ground Lease certain rights as shall be further described in detail in the Ground Lease, relating to the following: (1) the right to install, construct, inspect, operate, maintain repair, expand and replace Public Transit Facilities in, on, under, over, and adjacent to the Premises as LACMTA may deem necessary; (2) the right to enter upon and inspect the Premises, with reasonable notice to Ground Lease Tenant, and anytime during normal business hours for purposes of conducting reasonable, normal and periodic inspections of the Premises and the Project, and to confirm Ground Lease Tenant's compliance with the terms and conditions of the Ground Lease; and (3) all rights not explicitly granted to Ground Lease Tenant in the Ground Lease (the "**Retained Rights**"). The Retained Rights shall, among other

things, ensure that the Premises remain available for the transit purposes originally authorized by LACMTA's Federal and the State funding partners ("**LACMTA's Satisfactory Continuing Control Requirement**"). In exercising the Retained Rights, LACMTA shall use, good faith efforts to coordinate any construction, repair, maintenance or similar activities with Ground Lease Tenant so as to minimize the impact of such activities on each of Ground Lease Tenant's and Ground Lease Tenant's subtenants' usage of the Premises in accordance with the Ground Lease. The Ground Lease will include LACMTA's standard transit proximity risk waiver, assumption of risk and indemnity provisions related to the Project's proximity to rail and other transit operations and infrastructure.

4.22 ADDITIONAL CEQA REQUIREMENTS: In addition to the mitigation measures required by the City of Los Angeles pursuant to its CEQA review of the Project, Ground Lease Tenant shall perform the additional requirements set forth on Exhibit 5 attached hereto during the construction phase of the Project.

4.23 ESTOPPELS: LACMTA agrees to reasonably cooperate with lenders and investors to execute Ground Lease estoppels on LACMTA's standard estoppel form.

4.24 COMMERCIAL SPACE LEASING: Ground Lease Tenant shall use commercially reasonable efforts to target community-serving uses and/or local businesses for the Commercial Space.

4.25 OTHER: Other customary and relevant provisions contained in other recent LACMTA ground leases will be included in the Ground Lease, subject to the reasonable approval of Ground Lease Tenant, including, without limitation, provisions relating to insurance and indemnity.

5. LACMTA COSTS

5.1 LACMTA COSTS: Developer and Ground Lease Tenant acknowledge and agree that LACMTA will incur certain actual costs (the "**LACMTA Costs**") related to (a) the design, development, planning, and construction of the Project (including costs related to construction methods and logistics) and (b) negotiation of the terms and conditions of the transactions contemplated under the JDA and the Ground Lease. The LACMTA Costs shall include, without limitation, the actual cost of in-house staff time (including LACMTA overhead and administrative costs) and third party consultation fees (including, but not limited to, fees related to legal counsel, consultants,

engineers, architects, and advisors) for financial analyses, design review (including reviewing plans and specifications for the Project), negotiations, appraisals, document preparation, services related to development, planning, engineering, construction safety, construction management, construction support, and construction logistics, oversight and inspection, and other reasonable services related to the Project and the transactions contemplated under the JDA and Ground Lease, *but shall exclude* the cost of LACMTA Joint Development staff, and LACMTA's in-house and outside legal counsel with respect to negotiation and preparation of the JDA, Ground Lease and related transaction documents.

5.2 JDA DEPOSIT: Developer shall provide a deposit to LACMTA under the JDA for LACMTA to apply to LACMTA Costs (whether accruing prior to or after the JDA Commencement Date) (the "**Deposit**"). Developer shall pay LACMTA an initial Deposit amount of $50,000 on the JDA Commencement Date. Any unspent deposit funds provided by Developer under the ENA shall be carried over and applied towards the $50,000 initial Deposit under the JDA. In the event the Deposit is not fully utilized by LACMTA in connection with the Project during the term of the JDA, then to the extent the Ground Lease is executed, any remaining balance will be applied toward the Deposit due under the Ground Lease pursuant to Section 5.3. LACMTA staff will provide documentation of the LACMTA Costs under the JDA to Developer upon request, provided that the form of documentation is available to LACMTA and in its possession. During the term of the JDA, whenever the Deposit balance reaches $10,000 or less, Developer will replenish the Deposit to $25,000, upon written notice from LACMTA. If Developer does not replenish the Deposit at the applicable times as set forth herein, LACMTA may decline to provide the services that are to be covered by the Deposit and/or terminate the JDA.

5.3 GROUND LEASE DEPOSIT: Ground Lease Tenant shall pay LACMTA an initial Deposit amount of $50,000 under the Ground Lease on the Commencement Date to cover LACMTA Costs associated with the initial construction of the Project.

LACMTA staff will provide documentation of the LACMTA Costs under the Ground Lease to Ground Lease Tenant upon request, provided that the form of documentation is available to LACMTA and in its possession. During the Construction Period, whenever the Deposit balance related to the initial construction of the Project reaches $10,000 or less, Ground Lease Tenant will replenish the Deposit to $25,000, upon written notice from LACMTA. If Ground Lease Tenant does not replenish the Deposit at the applicable times as set forth herein, LACMTA may decline to provide the services that are to be covered by the Deposit and/or terminate

the Ground Lease, subject to notice and cure provisions to be set forth in the Ground Lease. To the extent that the Deposit under the Ground Lease is not utilized by LACMTA in connection with the initial construction of the Project, any remaining Deposit balance will be returned to Ground Lease Tenant upon Completion of the Project.

During the term of the Ground Lease, Ground Lease Tenant will provide LACMTA with Deposit funds, in an amount to be determined at the time, for LACMTA Costs accruing during the Ground Lease Term in connection with future Ground Lease Tenant projects and improvements requiring LACMTA review/approval.

Exhibit 1

SITE MAP

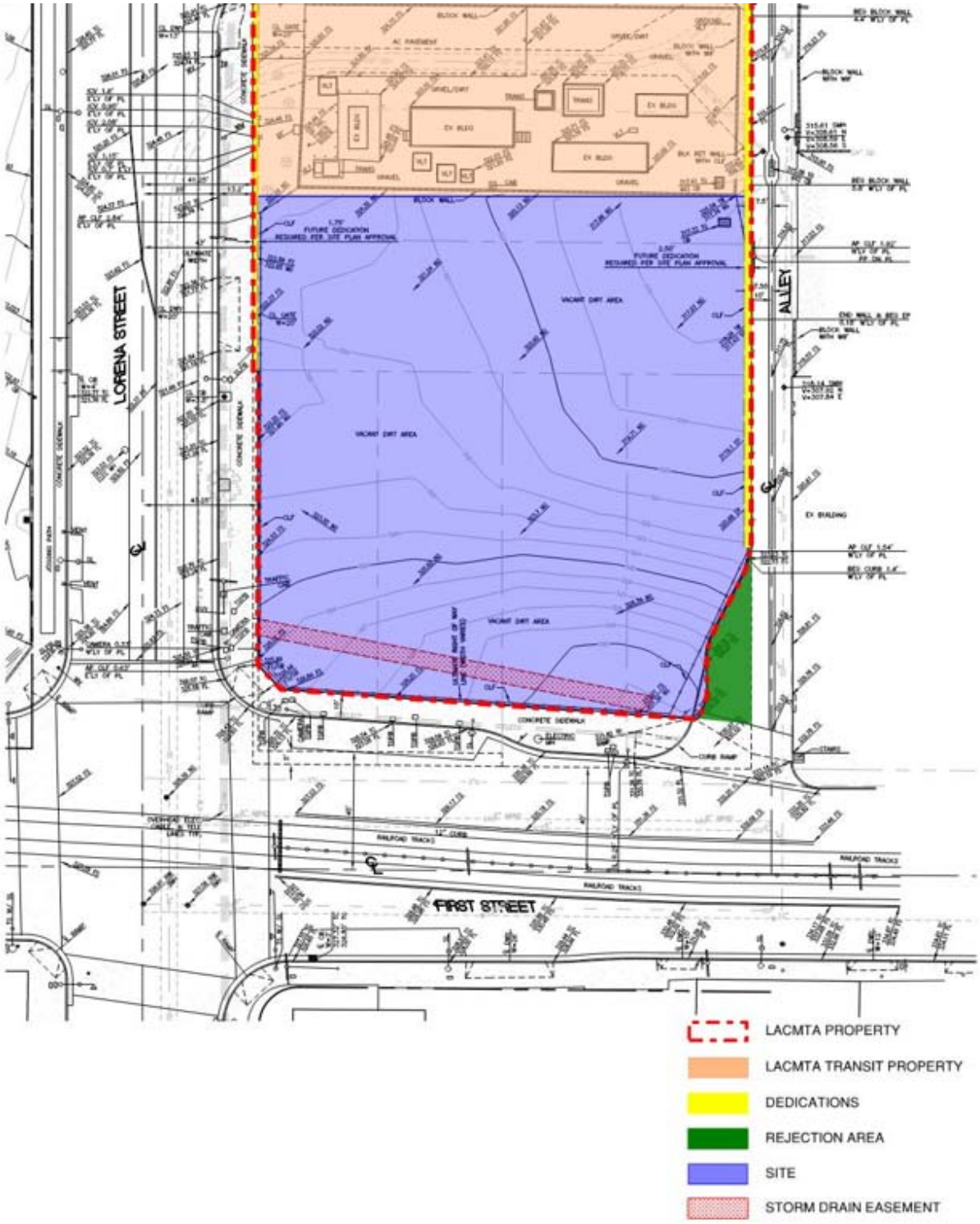

Exhibit 2

UNIT MIX – Scenario 1 (To be used in the event that the Dedication Rejection occurs)

Apartment Type	Studio	1 BR	2BR	3BR	Total
Restricted to households earning up to 30% of AMI	0	0	0	0	0
Restricted to formerly homeless households earning up to 30% of AMI (with Project Based Vouchers)	3	18	11	0	32
Restricted to households earning up to 40% of AMI	0	0	0	0	0
Restricted to households earning up to 50% of AMI	0	0	9	7	16
Unrestricted for Property Manager	0	0	0	1	1
Total	3	18	20	8	49

UNIT MIX – Scenario 2 (To be used in the event that the Dedication Rejection does not occur)

Apartment Type	Studio	1 BR	2BR	3BR	Total
Restricted to households earning up to 30% of AMI	0	0	0	0	0
Restricted to formerly homeless households earning up to 30% of AMI (with Project Based Vouchers)	7	18	7	0	32
Restricted to households earning up to 40% of AMI	0	0	0	0	0
Restricted to households earning up to 50% of AMI	0	0	9	7	16
Unrestricted for Property Manager	0	0	0	1	1
Total	7	18	16	8	49

Exhibit 3

LIST OF PLANS AND SPECIFICATIONS COMPRISING THE
100% DESIGN DEVELOPMENT DRAWINGS

GENERAL				
G0.00	COVER SHEET (Untitled)	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G0.01	TITLE SHEET	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G0.02	GENERAL PROJECT INFORMATION	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G1.01	BUILDING CODE ANALYSIS - GRADE PLANE	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G1.02	BUILDING CODE ANALYSIS - OPEN SPACE	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G1.10	BUILDING AREA ANALYSIS - PARKING FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G1.11	BUILDING AREA ANALYSIS - FIRST FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G1.12	BUILDING AREA ANALYSIS - SECOND FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G1.13	BUILDING AREA ANALYSIS - THIRD FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G1.14	BUILDING AREA ANALYSIS - FOURTH FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G2.01	EXTERIOR WALL OPENING ANALYSIS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G2.02	EXTERIOR WALL OPENING ANALYSIS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G2.03	EXTERIOR WALL OPENING ANALYSIS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G2.04	EXTERIOR WALL OPENING ANALYSIS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G3.01	NATURAL LIGHT AND	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020

	VENTILATION - 1ST FLOOR			
G3.02	NATURAL LIGHT AND VENTILATION - 2ND FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G3.03	NATURAL LIGHT AND VENTILATION - 3RD FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G3.04	NATURAL LIGHT AND VENTILATION - 4TH FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G4.00	FIRE DEPARTMENT ACCESS - SITE PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G4.01	EGRESS & FIRE DEPARTMENT ACCESS - PARKING FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G4.02	EGRESS & FIRE DEPARTMENT ACCESS - 1ST FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G4.03	EGRESS & FIRE DEPARTMENT ACCESS - 2ND FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G4.04	EGRESS & FIRE DEPARTMENT ACCESS - 3RD FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G4.05	EGRESS & FIRE DEPARTMENT ACCESS - 4TH FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
CIVIL				
C-1.0	GENERAL NOTES, LEGEND, SHEET INDEX AND ABBREVIATIONS	100% DESIGN DEVELOPMENT	7/24/2020	none
C-1.1	EXISTING CONDITIONS	100% DESIGN DEVELOPMENT	7/24/2020	None
CD-1.0	SITE DEMOLITION PLAN	100% DESIGN DEVELOPMENT	7/24/2020	none

C-2.0	SITE CONTROL PLAN	100% DESIGN DEVELOPMENT	7/24/2020	none
C-2.1	SITE CONTROL PLAN 2ND FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	none
C-3.0	SITE GRADING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	none
C-4.0	SITE UTILITY PLAN	100% DESIGN DEVELOPMENT	7/24/2020	none
C-4.1	LID PLAN	100% DESIGN DEVELOPMENT	7/24/2020	none
C-4.2	LID FORMS	100% DESIGN DEVELOPMENT	7/24/2020	none
C-5.0	MISCELLANEOUS DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	none
C-5.1	MISCELLANEOUS DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	none
C-5.2	MISCELLANEOUS DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	none
C-5.3	MISCELLANEOUS DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	none
C-6.0	EROSION CONTROL PLAN	100% DESIGN DEVELOPMENT	7/24/2020	none
C-6.1	EROSION CONTROL GENERAL NOTES AND DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	none
C-6.2	EROSION CONTROL DETAILS	100% DESIGN DEVELOPMENT	7/24/20	none
C-7.0	OVER EXCAVATION PLAN	100% DESIGN DEVELOPMENT	7/24/20	none
LANDSCAPE				
L0.00	CONSTRUCTION NOTES & SCHEDULE	100% DESIGN DEVELOPMENT	7/24/2019	none
L1.00	CONSTRUCTION NOTES & SCHEDULE	100% DESIGN DEVELOPMENT	7/24/2019	none
L1.01	LANDSCAPE OVERALL PLAN	100% DESIGN DEVELOPMENT	7/24/2019	none
L1.02	LANDSCAPE PLAN CONSTRUCTION PLAN L1	100% DESIGN DEVELOPMENT	7/24/2019	none
L1.03	LANDSCAPE PLAN CONSTRUCTION PLAN L2, L3 & L4	100% DESIGN DEVELOPMENT	7/24/2019	none

L1.11	LANDSCAPE SECTIONS & ELEVATION	100% DESIGN DEVELOPMENT	7/24/2019	none
L1.21	LANDSCAPE CONSTRUCTION DETAILS	100% DESIGN DEVELOPMENT	06/08/2019	none
L2.01	HYDROZONE PLAN L1	100% DESIGN DEVELOPMENT	7/24/2019	none
L2.02	HYDROZONE PLAN L2, L3 & L4	100% DESIGN DEVELOPMENT	7/24/2019	none
L3.00	PLANTING SCHEDULE & NOTES	100% DESIGN DEVELOPMENT	7/24/2019	none
L3.01	PLANTING PLAN L1	100% DESIGN DEVELOPMENT	7/24/2019	none
L3.02	PLANTING PLAN L2, L3 & L4	100% DESIGN DEVELOPMENT	7/24/2019	none
L3.11	PLANTING DETAILS	100% DESIGN DEVELOPMENT	7/24/2019	none
SURVEY				
SR-1	SITE SURVEY (REFERENCE ONLY)	100% DESIGN DEVELOPMENT	7/24/2019	07/27/2020
ARCHITECTURAL				
A1.01	SITE PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.01	PARKING FLOOR SLAB PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.02	PARKING FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.02A	PARKING FLOOR PLAN ZONE A	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.02B	PARKING FLOOR PLAN ZONE B	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.02C	PARKING FLOOR PLAN ZONE C	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.02D	PARKING FLOOR PLAN ZONE D	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.03	PARKING FLOOR REFLECTED CEILING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.11	FIRST FLOOR SLAB PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.11A	FIRST FLOOR TOPPING SLAB PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.12	FIRST FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020

A2.12A	FIRST FLOOR PLAN ZONE A	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.12B	FIRST FLOOR PLAN ZONE B	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.12C	FIRST FLOOR PLAN ZONE C	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.12D	FIRST FLOOR PLAN ZONE D	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.13	FIRST FLOOR REFLECTED CEILING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.21	SECOND FLOOR SLAB PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.22	SECOND FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.22A	SECOND FLOOR PLAN ZONE A	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.22B	SECOND FLOOR PLAN ZONE B	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.22C	SECOND FLOOR PLAN ZONE C	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.22D	SECOND FLOOR PLAN ZONE D	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.23	SECOND FLOOR REFLECTED CEILING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.32	THIRD FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.32A	THIRD FLOOR PLAN ZONE A	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.32B	THIRD FLOOR PLAN ZONE B	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.32C	THIRD FLOOR PLAN ZONE C	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.32D	THIRD FLOOR PLAN ZONE D	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.33	THIRD FLOOR REFLECTED CEILING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.42	FOURTH FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.42A	FOURTH FLOOR PLAN ZONE A	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.42B	FOURTH FLOOR PLAN ZONE B	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.42C	FOURTH FLOOR PLAN ZONE C	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.42D	FOURTH FLOOR PLAN ZONE D	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020

A2.43	FOURTH FLOOR REFLECTED CEILING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.51	ROOF PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A3.01	EXTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A3.02	EXTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.01	BUILDING SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.02	BUILDING SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.10	WALL SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.11	WALL SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.12	WALL SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.13	WALL SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.14	WALL SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.15	WALL SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.16	WALL SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A5.01	ENLARGED UNIT PLANS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A5.02	ENLARGED UNIT PLANS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A5.03	ENLARGED UNIT PLANS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A5.04	ENLARGED UNIT PLANS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A5.05	ENLARGED UNIT PLANS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A6.01	INTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A6.02	INTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A6.03	INTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A6.04	INTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A6.05	INTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A6.06	INTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A6.07"	INTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020

A7.01	STAIR PLANS & SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A7.02	STAIR PLANS & SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A7.03	STAIR PLANS & SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A7.04	ELEVATOR PLANS & SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A7.05	TRASH ROOM DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A8.10	WINDOW SCHEDULE	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A8.11	DOOR SCHEDULE	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A8.12	STOREFRONT SCHEDULE	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A8.13	FINISH SCHEDULE	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A8.14	MATERIAL BOARD	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A9.01	ACCESSIBILITY DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A9.02	ACCESSIBILITY DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A9.20	WALL TYPES AND DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A9.21	WALL TYPES AND DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A9.22	WALL TYPES AND DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
STRUCTURAL				
S1.0	STRUCTURAL NOTES	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S1.1	STRUCTURAL NOTES	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.0	FOUNDATION PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.1C	FIRST FLOOR CONCRETE PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.1	FIRST FLOOR WOOD PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.1A	FIRST FLOOR WOOD PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.2C	SECOND FLOOR FRAMING PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.2	SECOND FLOOR FRAMING PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020

S2.2A	SECOND FLOOR FRAMING PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.3	THIRD FLOOR FRAMING PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.3A	THIRD FLOOR FRAMING PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.4	FOURTH FLOOR FRAMING PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.4A	FOURTH FLOOR FRAMING PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.5	ROOF FRAMING PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.0	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.1	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.2	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.3	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.4	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.5	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.6	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.7	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.8	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.9	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.10	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S4.0	FOUNDATION DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S5.0	PODIUM DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S5.1	PODIUM DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S6.0	FLOOR DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S6.1	FLOOR DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S7.0	ROOF DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S8.0	SHEARWALL ELEVATIONS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S8.1	SHEARWALL ELEVATIONS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S9.0	SHEARWALL ELEVATIONS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020

MECHANICAL				
M-0.1	MECHANICAL GENERAL NOTES, SYMBOLS LEGEND & SHEET INDEX	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-0.2	MECHANICAL SCHEDULES & CALCULATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-2.1	MECHANICAL PARKING FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-2.2	MECHANICAL FIRST FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-2.3	MECHANICAL SECOND FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-2.4	MECHANICAL THIRD FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-2.5	MECHANICAL FOURTH FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-2.6	MECHANICAL ROOF PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-3.1	MECHANICAL ENLARGED UNIT PLANS - SHEET ONE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-3.2	MECHANICAL ENLARGED UNIT PLANS- SHEET TWO	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-3-3	MECHANICAL ENLARGED UNIT PLANS- SHEET THREE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-3.4	MECHANICAL COMMON AREAS ENLARGED PLANS	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-5.1	MECHANICAL DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
PLUMBING				
P-0.1	PLUMBING GENERAL NOTES,	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020

	SYMBOLS LEGEND & SHEET INDEX			
P-0.2	PLUMBING SCHEDULE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-0.3	PLUMBING CALCULATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-1.0	PLUMBING SITE PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-2.1.1	PLUMBING PARKING WASTE AND VENT PIPING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-2.1.2	PLUMBING PARKING WATER & GAS PIPING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-2.2	PLUMBING FIRST FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-2.3	PLUMBING SECOND FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-2.4	PLUMBING THIRD FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-2.5.1	PLUMBING FOURTH FLOOR WASTE & VENT PIPING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-2.5.2	PLUMBING FOURTH FLOOR WATER & GAS PIPING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-2.6	PLUMBING ROOF PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-3.1	PLUMBING ENLARGED UNIT PLANS - SHEET ONE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-3.2	PLUMBING ENLARGED UNIT PLANS - SHEET TWO	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-3.3	PLUMBING ENLARGED UNIT PLANS - SHEET THREE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-3.4	PLUMBING COMMUNITY & COMMON AREAS ENLARGED PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020

P-4.1	PLUMBING STORM AND OVERFLOW DRAIN RISER DIAGRAMS	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-5.1	PLUMBING DETAIL - SHEET ONE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-5.2	PLUMBING DETAILS - SHEET TWO	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-5.3	PLUMBING DETAILS - SHEET THREE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
ELECTRICAL				
E-0.1	ELECTRICAL GENERAL NOTES, SYMBOLS LEGEND & SHEET INDEX	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-0.2	ELECTRICAL SCHEDULE & CALCULATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-1.0	ELECTRICAL SITE PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.1	ELECTRICAL PARKING FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.1F	ELECTRICAL FEEDER ROUTING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.2. A	ELECTRICAL FIRST FLOOR LIGHTING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.2. B	ELECTRICAL FIRST FLOOR POWER PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.3. A	ELECTRICAL SECOND FLOOR LIGHTING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.3. B	ELECTRICAL SECOND FLOOR POWER PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.4. A	ELECTRICAL THIRD FLOOR LIGHTING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020

E-2.4. B	ELECTRICAL THIRD FLOOR POWER PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.5. A	ELECTRICAL FOURTH FLOOR LIGHTING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.5. B	ELECTRICAL FOURTH FLOOR POWER PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.6	ELECTRICAL ROOF PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.7	ELECTRICAL EXTERIOR LIGHTING ELEVATIONS - SHEET ONE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.8	ELECTRICAL EXTERIOR LIGHTING ELEVATIONS - SHEET TWO	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.1	ELECTRICAL ENLARGED UNIT PLANS - SHEET ONE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.2	ELECTRICAL ENLARGED UNIT PLANS - SHEET TWO	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.3	ELECTRICAL ENLARGED UNIT PLANS - SHEET THREE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.4	ELECTRICAL ENLARGED UNIT PLANS - SHEET FOUR	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.5	ELECTRICAL ENLARGED UNIT PLANS - SHEET FIVE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.6	ELECTRICAL ENLARGED UNIT PLANS - SHEET SIX	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.7	ELECTRICAL ENLARGED UNIT PLANS - SHEET SEVEN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020

E-3.8	ELECTRICAL ENLARGED UNIT PLANS - SHEET EIGHT	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.9	ELECTRICAL ENLARGED UNIT PLANS - SHEET NINE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.10	ELECTRICAL ENLARGED UNIT PLANS - SHEET TEN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.11	ELECTRICAL COMMON AREAS ENLARGED PLANS	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-4.1	ELECTRICAL SINGLE LINE DIAGRAM - SHEET ONE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-4.2	ELECTRICAL SINGLE LINE DIAGRAM - SHEET TWO	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-4.3	COMMUNICATION SYSTEM RISER DIAGRAM	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-5.1	ELECTRICAL DETAILS - SHEET ONE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-5.2	ELECTRICAL DETAILS - SHEET TWO	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020

Exhibit 4

OUTREACH PLAN

Throughout the development process for Lorena Plaza, A Community of Friends (ACOF) has engaged in a comprehensive community engagement process. ACOF firmly believes in continuing to update the community on the project's status and timeline, as well as any changes to the project.

For this reason, we have drafted the following outreach plan to provide a summary of outreach performed to date, and current and future planned outreach.

Summary of Completed Outreach:

2011 – 2015: ACOF performed a lengthy community engagement process from 2011 - 2015. The outreach strategy was to identify key stakeholders in the community, provide opportunities for the public to give feedback on the project, and build support for the project through community meetings. ACOF and its consultant met with a number of community groups and hosted two public community meetings during the winter of 2014 and spring of 2015. Door-knocking several blocks surrounding the project site also occurred during that time. The Boyle Heights Neighborhood Council and the LACMTA's Boyle Heights Design Review Advisory Committee were two of the main community stakeholder groups that ACOF met with and received their support in summer of 2015. ACOF also met with the Hollenbeck Community Police Advisory Board and members of East LA Community Corporation (ELACC) twice.

2016 - 2019: After receiving entitlement approvals in March 2016, ACOF continued to engage the community in updates on the project. In June 2019, ACOF provided an update to the Boyle Heights Neighborhood Council's Planning & Land Use Committee during public comment period to share the news that the City and ACOF had won the CEQA lawsuit. Shortly after, the CEQA appeal was filed.

Summary of Current and Planned Outreach:

Due to the fact that the community was involved in finalizing the project programming (target population, commercial space, and income levels), current and future planned outreach is focused on providing community updates and engaging the community on changes to the project since entitlement approval. There are two key aspects of the project which ACOF intends to provide updates to the community and solicit their feedback since the CEQA litigation has been resolved:

1) Changes to the project design
2) Update on the project's timeline

ACOF provided email updates to key stakeholders on the resolution of the CEQA litigation, and will continue to provide these updates on the project timeline as major milestones are achieved.

ACOF presented the revised project design to the LACMTA Design Review Advisory Committee (DRAC) on December 1st, 2020 and will work to incorporate remaining comments into the project design.

ACOF intends to provide an update on the project status, including timeline and changes to the design, during public comment of a Boyle Heights Neighborhood Council, Planning and Land Use Committee Meeting in early 2021. ACOF has contacted the Boyle Heights Neighborhood Council to schedule this update.

Additionally, ACOF plans to begin an outreach process on the public art component of the project in 2021. ACOF will meet with the Boyle Heights Neighborhood Council Arts and Culture Committee to obtain their feedback on what the process should look like, and will also coordinate with LACMTA DRAC members. ACOF anticipates releasing a Request for Qualifications (RFQ) to procure a local artist for the public art component, which will be defined through the outreach process.

Current and Planned Outreach Timeline:

Estimated Date	Outreach Accomplished
02/2020	ACOF emailed and called key stakeholders such as ELACC, CD 14's office, and a representative of the Veterans of Foreign Wars, Post 4696 to inform them of the resolution of the CEQA litigation.
11/24/2020	ACOF met with Council District 14's staff to provide an update on the project design and timeline.
12/1/2020	ACOF presented the updated project design to the LACMTA DRAC.
12/8/2020	ACOF initiated outreach with the Boyle Heights Neighborhood Council Arts and Culture Committee regarding the public art component of the project.
1st Quarter 2021	ACOF will present the public art component options to the Boyle Heights Neighborhood Council Arts and Culture Committee. ACOF will provide an update on the project status during public comment period of a Boyle Heights Neighborhood Council Planning and Land Use Committee meeting.
Ongoing	As the project achieves milestones, such as committed tax credit financing, and the construction start date is solidified, an update on timing will be provided during Boyle Heights Neighborhood Council meetings' public comment periods.

Exhibit 5

ADDITIONAL CEQA REQUIREMENTS

LACMTA requires Ground Lease Tenant to implement the following requirements in addition to those specified in the Mitigated Negative Declaration prepared for the Project by the City of Los Angeles (City of Los Angeles, Department of City Planning, No. ENV-2014-2392-MND) originally adopted by the Director of Planning on March 2, 2016, as amended by the City Council on March 6, 2018 to include the "Substitute Environmental Mitigation Measures" set forth in the revised Exhibit A to the Department of City Planning's Letter of Determination for the Project:

1. Prior to any Project-related earth-moving activity, Ground Lease Tenant shall retain the services of a vertebrate paleontologist approved by the Natural History Museum of Los Angeles County Vertebrate Paleontology Section (the "**Approved Paleontologist**") to manage a paleontologic resource impact mitigation program in support of earth-moving activities associated with construction.

2. Ground Lease Tenant shall provide LACMTA with a report from the Approved Paleontologist that indicates such Approved Paleontologist's determination whether construction of the Project has the potential, with respect to the soil on the Premises, to require excavation or blasting of parent material in older alluvium or in any younger alluvium lying below the uppermost five feet of such alluvium.

3. Where avoidance of parent material in older alluvium and in any younger alluvium lying below the uppermost five feet of such alluvium is not feasible, Ground Lease Tenant shall:

    3.1. Ensure that all on-site construction personnel receive Worker Education and Awareness Program (WEAP) training that (a) educates such personnel in the regulatory framework that provides for protection of paleontological resources, and (b) provides such personnel with a familiarity with the diagnostic characteristics of the materials with the potential to be encountered and the appropriate procedures to be implemented if fossil remains are uncovered by earth-moving activities.

    3.2. Ensure that the Approved Paleontologist prepares a Paleontological Resource Management Plan ("**PRMP**") to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction.

    3.3. Ensure that the Approved Paleontologist oversees the implementation of the PRMP, if unique paleontological resources are encountered during any excavation or blasting activities on the Premises.

    3.4. Monitor blasting and earth-moving activities in older alluvium and in any younger alluvium lying below the uppermost five feet of such alluvium using a

qualified paleontologist or an archeologist that is cross-trained in paleontology (the "**Monitor**") to determine if unique paleontological resources are encountered during any excavation or blasting activities, consistent with the Approved Paleontologist's specified protocols or other comparable protocols.

3.5. Ensure that the Monitor recovers fossil remains uncovered by earth-moving activities.

3.6. Ensure that the Monitor records associated specimen/sample data (taxon, element) and corresponding geologic (stratigraphic rock unit, stratigraphic level, lithology) and geographic site data (location, depth), and will plot site locations on maps of the study area.

3.7. Ensure that all identifiable fossil remains are fully treated and that such treatment includes preparation of the remains by a paleontologic technician to the point of identification; identification to the lowest taxonomic level possible by knowledgeable paleontologists; curating and cataloguing the remains, plotting fossil site locations on maps of the study area, and entry of associated specimen data and corresponding geologic and geographic site data into appropriate computerized data bases by the technician; placement of the remains in the appropriate museum repository fossil collection for permanent storage and maintenance; and archiving of all associated data at the appropriate museum repository, where the data, along with the fossil remains, will be made available for future study by qualified scientific investigators. (Vertebrate and invertebrate fossil remains will be placed in the Natural History Museum of Los Angeles County's Vertebrate Paleontology and Invertebrate Paleontology Sections, respectively. Fossil plant remains will be placed in the University of California Museum of Paleontology.)

3.8. Ensure that the Approved Paleontologist prepares a comprehensive final report of results and findings that describes study area geology/stratigraphy, summarizes field and laboratory methods used, includes a faunal list and an inventory of curated/catalogued fossil remains, evaluates the scientific importance of the remains, and discusses the relationship of any newly recorded fossil site in the study area to relevant fossil sites previously recorded from other areas.

4. Prior to commencement of any construction, Ground Lease Tenant shall retain a qualified archaeologist meeting the Secretary of Interior's Professional Qualifications Standards for archaeology to (a) prepare a Cultural Resources Monitoring and Treatment Plan for known and unknown resources that are eligible or potentially eligible for the California Register or are unique archaeological resources; and (b) oversee any Monitors proposed in the plan.

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY: City of Los Angeles		**COUNCIL DISTRICT:** CD-14
PROJECT TITLE: Lorena Plaza Mixed-Use Project	**ENVIRONMENTAL CASE:** ENV-2014-2392-MND	**CASE NO:** DIR-2015-1998-DB

PROJECT LOCATION: 3407-3415 E. First Street; 114,116,122, and 126 N. Lorena Street, Los Angeles, California.

PROJECT DESCRIPTION: The Proposed Project involves the construction of an approximately 90,000-square-foot, 4- to 5-story, mixed-use residential development containing 49 apartment units and approximately 10,000 square feet of ground-floor commercial space. Maximum building height would be approximately 70 feet to the top of the building parapet. Commercial, residential, and guest parking would be located in a single level subterranean parking lot.

The Project Applicant is requesting the following approvals:

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

Haul Route: Approval, for the exporting of soils from the Project Site.

Density Bonus: Pursuant to LAMC Section 12.22 A.25(e), a project that sets aside the required number of affordable dwelling units is eligible for the following incentives: (a.) Height (Exceed the 45-foot height restriction in the R3-1 zone and the C2-1 portion of the site subject to the transitional height requirements in the C2-1 Zone) (b). Averaging FAR, Parking, Open Space and Vehicular Access/Parking access located in a more restrictive zone.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
A Community of Friends
3701 Wilshire Boulevard, Suite 700
Los Angeles, CA 90010

FINDING: The Department of City Planning of the City of Los Angeles has proposed that a Mitigated Negative Declaration be adopted for this project. The mitigation measures outlined on the attached pages will reduce any potentially significant adverse effects to a level of significance.

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED

NAME OF PERSON PREPARING FORM	**TITLE**	**TELEPHONE NUMBER**
Greg Shoop	City Planner	213-978-1243
ADDRESS 200 North Spring Street, Room 621 Los Angeles, CA 90012	**SIGNATURE (Official)**	**DATE** Oct. 14, 2015

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY and CHECKLIST (*CEQA Guidelines* Section 15063)

LEAD CITY AGENCY: City of Los Angeles	**COUNCIL DISTRICT:** CD-14	**DATE:**
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: EMV-2014-2392-MND	**RELATED CASES:** DIR-2015-1998-DB	
PREVIOUS ACTIONS CASE NO.	☐ DOES have significant changes from previous actions. ☐ DOES NOT have significant changes from previous actions.	

PROJECT DESCRIPTION:

The Proposed Project involves the construction of an approximately 90,000-square-foot, 4- to 5-story, mixed-use residential development containing 49 apartment units and approximately 10,000 square feet of ground-floor commercial space. Maximum building height would be approximately 70 feet to the top of the building parapet. Commercial, residential, and guest parking would be located in a single level subterranean parking lot.

The Project Applicant is requesting the following approvals:

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

Haul Route: Approval, for the exporting of soils from the Project Site.

Density Bonus: Pursuant to LAMC Section 12.22 A.25(e), a project that sets aside the required number of affordable dwelling units, is eligible for the following incentives: (a.) Height (Exceed the 45-foot height restriction in the R3-1 zone and the C2-1 portion of the site subject to the transitional height requirements in the C2-1 Zone) (b). Averaging FAR, Parking, Open Space and Vehicular Access/Parking access located in a more restrictive zone.

PROJECT DESCRIPTION: See above and supporting exhibits and tables in the attached Initial Study prepared by Meridian Consultants, dated September 2015.

ENVIRONMENTAL SETTING: The Project Site is located in East Los Angeles, within the boundaries of the *Boyle Heights Community Plan*. The Project Site includes approximately 55,140 gross square feet of lot area (i.e., 1.27 acres) and is currently developed as a surface lot and traction power station for the Metro Gold Line Extension. Further details and photographs of the existing Project Site and surrounding area are provided in the Initial Study (IS) prepared by Meridian Consultants dated September 2015.

PROJECT LOCATION: 3407-3415 E. First Street; 114,116,122, and 126 N. Lorena Street, Los Angeles, California.			
COMMUNITY PLAN AREA: Boyle Heights **STATUS:** ☐ Preliminary ☒ Does Conform to Plan ☐ Proposed ☐ Does NOT Conform to Plan ☒ ADOPTED in 1998		**AREA PLANNING COMMISSION:** East Los Angeles	**CERTIFIED NEIGHBORHOOD COUNCIL:** Boyle Heights
EXISTING ZONING: R3-1; C2-1	**MAX DENSITY ZONING:** 2.25:1	**LA River Adjacent:** No	
GENERAL PLAN LAND USE: Community Commercial	**MAX. DENSITY PLAN:** 2.25:1	**PROPOSED PROJECT DENSITY:** 2: 1 FAR	

Determination (To be completed by Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

	City Planner	213-978-1243
Signature	**Title**	**Phone**

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project---specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project---specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9. The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question; and

    b. The mitigation measure identified, if any, to reduce the impact to less than significant.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐ AESTHETICS	☐ GREENHOUSE GAS EMISSIONS	☐ POPULATION AND HOUSING
☐ AGRICULTURE AND FOREST RESOURCES	☒ HAZARDS AND HAZARDOUS MATERIALS	☒ PUBLIC SERVICES
☐ AIR QUALITY	☐ HYDROLOGY AND WATER QUALITY	☐ RECREATION
☐ BIOLOGICAL RESOURCES	☐ LAND USE AND PLANNING	☐ TRANSPORTATION AND TRAFFIC
☐ CULTURAL RESOURCES	☐ MINERAL RESOURCES	☐ UTILITIES
☐ GEOLOGY AND SOILS	☐ NOISE	☐ MANDATORY FINDINGS OF SIGNIFICANCE

PROPONENT NAME: A Community of Friends **PHONE NUMBER: 213-480-0809**

APPLICANT ADDRESS: 3701 Wilshire Boulevard, Suite 700, Los Angeles, California, 90010

AGENCY REQUIRING CHECKLIST: City of Los Angeles Department of City Planning **DATE SUBMITTED:**

PROPOSAL NAME (If Applicable): Lorena Plaza Mixed-Use Project

		Potentially Significant Impact	Less Than Significant With Project Mitigation	Less Than Significant Impact	No Impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN ATTACHEMENT B, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN ATTACHMENT B FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
4.1. AESTHETICS					
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	☐	☐	☐	☒
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☐
4.2. AGRICULTURE AND FOREST RESOURCES					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
4.3 AIR QUALITY					
a.	Conflict with or obstruct implementation of the SCAQMD or congestion management plan?	☐	☐	☒	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c.	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant With Project Mitigation	Less Than Significant Impact	No Impact
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
4.4 BIOLOGICAL RESOURCES					
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by The California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the city or regional plans, policies, regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☐	☐	☐	☐
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
4.5 CULTURAL RESOURCES					
a.	Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	☐	☐	☐	☒
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	☐	☐	☒	☐
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant With Project Mitigation	Less Than Significant Impact	No Impact
4.6 GEOLOGY AND SOILS					
Would the project:					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to division of mines and geology special publication 42.	☐	☐	☒	☐
ii.	Strong seismic ground shaking?	☐	☐	☒	☐
iii.	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv.	Landslides?	☐	☐	☐	☒
b.	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d.	Be located on expansive soil, as defined in table 18-1-b of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒
4.7 GREENHOUSE GAS EMISSIONS					
Would the project:					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
4.8 HAZARDS AND HAZARDOUS MATERIALS					
Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐

		Potentially Significant Impact	Less Than Significant With Project Mitigation	Less Than Significant Impact	No Impact
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area?	☐	☐	☐	☒
g.	Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
4.9 HYDROLOGY AND WATER QUALITY					
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☐	☒
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or offsite?	☐	☐	☒	☐
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?	☐	☐	☐	☒

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

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

		Potentially Significant Impact	Less Than Significant With Project Mitigation	Less Than Significant Impact	No Impact
4.15 RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
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?	☐	☐	☒	☐
4.16 TRANSPORTATION AND TRAFFIC					
Would the project:					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non---motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass	☐	☐	☒	☐
b.	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d.	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e.	Result in inadequate emergency access?	☐	☐	☒	☐
f.	Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
4.17 UTILITIES & SERVICE SYSTEMS					
Would the project:					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant With Project Mitigation	Less Than Significant Impact	No Impact
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d.	Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☐	☐	☒	☐
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
4.18 MANDATORY FINDINGS OF SIGNIFICANCE					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b.	Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☐	☒	☐
c.	Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (ATTACH ADDITIONAL SHEETS IF NECESSARY)

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

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

The Project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2014-2392-MND.** Finally, based on the fact that these impacts can be feasibly mitigated to a less-than-significant level, and based on the findings and thresholds for Mandatory Findings of Significance as described in State *CEQA Guidelines*, section 15065, the overall project impacts(s) on the environment (after mitigation) **will not**:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self-sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.

- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced previously and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses, and phone numbers, visit the City's website at http://www.lacity.org; City Planning and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/; or EIR Unit, City Hall, 200 N Spring Street, Room 763; Seismic Hazard Maps – http://gmw.consrv.ca.gov/shmp/ Engineering/Infrastructure/Topographic Maps/; Parcel Information – http://boemaps.eng.ci.la.ca.us/index0.1htm; or City's main website under the heading "Navigate LA."

PREPARED BY:	**TITLE:**	**TELEPHONE NO.:**	**DATE:**
Greg Shoop	City Planner	213-978-1243	

Environmental Analysis Explanation Table

Impact	Explanation	Mitigation Measures
4.1 AESTHETICS		
a. No Impact.	See environmental analysis provided in the Initial Study (IS) prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
4.2 AGRICULTURAL RESOURCES		
a. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
e. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
4.3 AIR QUALITY		
a. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.

Impact	Explanation	Mitigation Measures
e. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
4.4 BIOLOGICAL RESOURCES		
a. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
e. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
f. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
4.5 CULTURAL RESOURCES		
a. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
4.6 GEOLOGY AND SOILS		
a.i. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
a.ii. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
a.iii. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.

Impact	Explanation	Mitigation Measures
a.iv. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
e. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
4.7 GREENHOUSE GAS EMISSIONS		
a. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
4.8 HAZARDS AND HAZARDOUS MATERIALS		
a. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant with Project Mitigation	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	VII-160
c. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
e. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
f. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
g. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.

Impact	Explanation	Mitigation Measures
h. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
4.9 HYDROLOGY AND WATER QUALITY		
a. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
e. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
f. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
g. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
h. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
i. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
j. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
4.10 LAND USE AND PLANNING		
a. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.

Impact	Explanation	Mitigation Measures
4.11 MINERAL RESOURCES		
a. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
4.12 NOISE		
a. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
e. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
f. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
4.13 POPULATION AND HOUSING		
a. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
4.14 PUBLIC SERVICES		
a.i. Less than Significant with Project Mitigation.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	**XIV-10**
a.ii. Less than Significant with Project Mitigation.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	**XIV-30**
a.iii. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants	No mitigation measures are required.

Impact	Explanation	Mitigation Measures
	dated September 2015.	
a.iv. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
a.v. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
4.15 RECREATION		
a. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
4.16 TRANSPORTATION AND TRAFFIC		
a. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
e. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
f. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
4.17 UTILITIES		
a. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants	No mitigation measures are

Impact	Explanation	Mitigation Measures
	dated September 2015.	required.
e. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
f. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
g. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
4.18 MANDATORY FINDINGS OF SIGNIFICANCE		
a. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. Less than Significant with Project Mitigation.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	Applicable mitigation measures stated from **Section 4.1** to **Section 4.17**.

MITIGATION MEASURES

4.1 Aesthetics

No mitigation measures are required.

4.2 Agriculture and Forestry Resources

No mitigation measures are required.

4.3 Air Quality

No mitigation measures are required.

4.4 Biological Resources

No mitigation measures are required.

4.5 Cultural Resources

No mitigation measures are required.

4.6 Geology and Soils

No mitigation measures are required.

4.7 Greenhouse Gas Emissions

No mitigation measures are required.

4.8 Hazards and Hazardous Materials

VII-160 Hazardous Materials

- Pursuant to the Los Angeles Building Code, the Applicant will engage in the Construction Site Plan Review (CSPR) process with the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR). The CSPR process includes, but is not limited to locating excavating, and conducting a methane leak test on the well, providing DOGGR with a site plan indicating the footprint of the proposed structure and well location, and provide DOGGR with a well evaluation and work plan to re-abandon the well, as necessary.

4.9 Hydrology and Water Quality

No mitigation measures are required.

4.10 Land Use and Planning

No mitigation measures are required.

4.11 Mineral Resources

No mitigation measures are required.

4.12 Noise

No mitigation measures are required.

4.13 Population and Housing

No mitigation measures are required.

4.14 Public Services

XIV-10 Fire Protection

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan

for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

XIV-30 **Public Services (Police)**

- The plans shall incorporate the *Design Guidelines* (defined in the following sentence) relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project Site if needed. Please refer to "*Design Out Crime Guidelines: Crime Prevention Through Environmental Design*", published by the Los Angeles Police Department. These measures shall be approved by the Police Department prior to the issuance of building permits.

4.15 Recreation

No mitigation measures are required.

4.16 Transportation and Traffic

No mitigation measures are required.

4.17 Utilities and Service Systems

No mitigation measures are required.

4.18 Mandatory Findings of Significance

Applicable mitigation measures stated from **Section 4.1** to **Section 4.17** would be required.

Cumulative Impacts

As discussed in the Initial Study prepared by Meridian Consultants dated September 2015, there may be environmental impacts, which are individually limited, but significant when viewed in connection with the effects of past projects, other current project, and probably future projects. However, these cumulative impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

Lorena Plaza Mixed-Use Project

Initial Study

Prepared for:

City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 721
Los Angeles, CA 90012

Prepared by:

Meridian Consultants LLC
910 Hampshire Road, Suite V
Westlake Village, CA 91361

September 2015

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Appendix C, Phase I Environmental Site Assessment
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1.0 PROJECT INFORMATION

Project Title: Lorena Plaza Mixed-Use Project

Project Location: 3407–3415 E. 1st Street and 114, 116, 122, and 126 N. Lorena Street, Los Angeles, California

Project Applicant: A Community of Friends
3701 Wilshire Boulevard, Suite 700
Los Angeles, CA 90010

Lead Agency: City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 721
Los Angeles, CA 90012

PROJECT SUMMARY

The subject of this Initial Study is the Lorena Plaza Mixed-Use Project (Proposed Project). The Project Applicant, A Community of Friends, is seeking to construct, use, and maintain a 4- to 5-story, 90,000-square-foot mixed-use building on the Project Site containing 49 apartment units and approximately 10,000 square feet of ground-floor retail commercial space. The Project Site consists of approximately 1.27 acres (55,153 square feet) located within the C2-1 and R3-1 Zones.

The southern portion of the building, located in the C2-1 zone on E. 1st Street and wrapping around N. Lorena Street, will be 5 stories, with a maximum height of 70 feet. The portion oriented towards E. 1st Street will contain 4 stories of apartment units over the ground floor retail commercial space with one level of subterranean parking. The northern portion of the building, located in the R3 zone, will be 4 stories with a maximum height of 51 feet and will contain 3 stories of apartment units over a ground level parking.

ORGANIZATION OF INITIAL STUDY ANALYSIS

This Initial Study is organized into six sections as follows:

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

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

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

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

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

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

Appendices present data supporting the analysis or contents of this Initial Study include the following:

- **Appendix A**, Air Quality and Greenhouse Gas Background and Modeling Data
- **Appendix B**, Geotechnical Investigation
- **Appendix C**, Phase I Environmental Site Assessment
- **Appendix D**, Noise
- **Appendix E,** Traffic and Transportation

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

The analysis in this Initial Study identifies some potentially significant impacts on the environment that could result from the Proposed Project, but also that all of these potentially significant impacts would be reduced to less than significant levels through the implementation of the identified mitigation measures. Therefore, the analysis contained herein supports the adoption of an MND for the Proposed Project.

2.0 EXISTING CONDITIONS

PROJECT LOCATION

The Project Site is located in East Los Angeles, within the boundaries of the Boyle Heights Community Plan Area. As shown on **Figure 2.0-1, Project Location Map,** The Boyle Heights Community Plan addressed the portion of East Los Angeles generally bound by Marengo Street, Indiana Street, Washington Boulevard, and the Los Angeles River.

The Project Site includes approximately 55,153 square feet of lot area (1.27 acres), which allow for a total buildable area of 45,406 square feet. The Project Site is bound by a surface parking lot to the north, an alley to the east, E. 1st Street to the south, and N. Lorena Avenue to the west.

The Project Site is composed of one lot: Assessor's Parcel Number (APN) 5179019900.

REGIONAL AND LOCAL ACCESS

Regional Access

Primary regional access to the site is provided by the Golden State Freeway (I-5), and the Pomona Freeway (SR 60). The Golden State Freeway runs in a north-south direction west of the Project Site, while the Pomona Freeway runs in an east-west direction south of the Project Site. In addition, the Long Beach Freeway (I-710) runs in a north-south direction to the west of the Project Site, and the San Bernardino Freeway (I-10) runs in an east-west direction north of the Project Site.

Local Street Access

Local access is provided by the following streets:

E. 1st Street: E. 1st Street is a two-way street providing one travel lane in each direction, split by railroad tracks. It is classified as a Secondary Highway. E. 1st Street adjoins the Project Site on the south and generally runs in a northwest-southeast direction.

N. Lorena Street: N. Lorena Street is a two-way street providing one travel lane in each direction to the west of the Project Site. It is classified as a Secondary Highway. N. Lorena Street adjoins the Project Site on the east and generally runs in a northeast–southwest direction.

Public Transit

The Project area is currently served by several local and intercity transit operators. The Project Site is located immediately north of the Metro Gold Line and less than 0.25 miles from the Indiana Metro Gold

Line Station. The Metro Gold Line runs between Pasadena and East Los Angeles, and connects to the Red and Purple Lines to North Hollywood and Koreatown, respectively.

In addition, the Project Site is served by numerous metro bus lines. The closest stop to the Project Site is located at N. Lorena Street and E. 1st Street, and is served by Metro lines 30,330, and 620. Metro lines 68 and 665 also run along E. 1st Street. Metro line 605 runs along N. Lorena Street, and Metro line 254 runs along N. Indiana Street. Metro Rapid Bus Line 770 runs along E. Cesar E Chavez Avenue, within 0.3 miles from the Project Site, with the closest station to the Project Site located at E. Cesar Chavez Avenue and N. Indiana Street. Finally, DASH Boyle Heights runs along E. 1st Street, with the closest stop located approximately 0.5 miles east of the Project Site, at E. 1st Avenue and S. Rowan Avenue.

LAND USE AND ZONING DESIGNATIONS

The Project Site is located within the Boyle Heights Community Plan Area of the City of Los Angeles. The Project Site is also located within several planning policy areas that have been adopted for the purposes of incentivizing development and/or providing specific development standards that are appropriate for the project area. These planning policy areas include the Adelante Eastside Redevelopment Project and the East Los Angeles State Enterprise Zone.

Boyle Heights Community Plan

The stated intent of the Boyle Heights Community Plan is to preserve and enhance the positive characteristics of existing residential neighborhoods, while providing a variety of housing opportunities with compatible new housing. The Plan also aims to improve the function, design, and economic vitality of the commercial corridors, planning the remaining commercial and industrial development opportunity sites for needed job-producing uses that improve the economic and physical condition of the Boyle Heights community. Finally, the Plan calls for maximizing the development opportunities of the rail transit system. The Boyle Heights Community Plan designates the Project Site as Community Commercial.

Los Angeles Municipal Code

The southern portion of the Project Site is zoned C2-1 and northern portion is zoned R3-1. The C2 Commercial zone permits a variety of residential, retail, and office uses, such as hotels, restaurants, amusement enterprises, mini shopping centers, offices, an auditorium and arenas, parking lots, parking buildings, and residential areas. The R3 Residential Zone permits multiple dwelling uses, including single-family homes, multifamily apartment buildings, home occupations, and childcare.

The Project Site is located within Height District 1, as indicated by the "-1" attached to the zoning designation. There is no height restriction for buildings zoned C2-1; however, the maximum height for buildings zoned R3-1 is 45 feet. The proposed Project has applied for a density bonus of 11 feet to allow a maximum height of 56 feet on the portion of the site zoned R3-1. The C2-1 zone has a maximum FAR of 1.5:1, and the R3-1 zone has a maximum allowed FAR of 3:1.

Adelante Eastside Redevelopment Project

The 2,200-acre Adelante Eastside Redevelopment Project area is located approximately two miles east of the downtown Central Business District, and is generally bordered by Valley Boulevard to the north, Indiana Street to the east, the city of Vernon to the south, and the Los Angeles River to the west. The principal goal of the Project is the preservation of industrial and commercial uses within the community to promote a stable industrial base to provide jobs for the community, as well as enhancing the existing shopping areas to provide alternative commercial choices for residents.[1]

East Los Angeles State Enterprise Zone

Enterprise zones are specific geographic areas designated to receive various economic incentives for the purpose of stimulating local investment and employment, in addition to other State-level incentives. projects located within enterprise zones may use a lower parking ratio for commercial office, retail, and other uses, thus increasing the buildable area of small parcels.

EXISTING CONDITIONS

As shown in **Figure 2.0-2, Aerial Photograph of the Project Site**, the southern portion of the site currently consists of an empty graded lot, and the northern third of the site contains a traction power station for the Metro Gold Line. **Figure 2.0-3** though **Figure 2.0-6, Existing Conditions,** show existing views of the Project Site and immediately surrounding area. The Project Site contains no landscaping and minimal vegetation, with the exception of a single tree located immediately adjacent to the Project Site on N. Lorena Street.

Metro Substation

The 12,800-square-foot traction power substation consists of five small structures housing mechanical and electrical equipment that convert electric power to the appropriate voltage and frequency to supply the Metro Gold Line with traction current. The structures would remain in place throughout and

1 Los Angeles Community Redevelopment Agency, Adelante Eastside Redevelopment Project (1999), http://www.crala.org/internet-site/Projects/adelante/index.cfm.

subsequent to the development of the Proposed Project. An existing 6-foot-high wall would remain, enclosing and protecting the substation.

SURROUNDING LAND USES

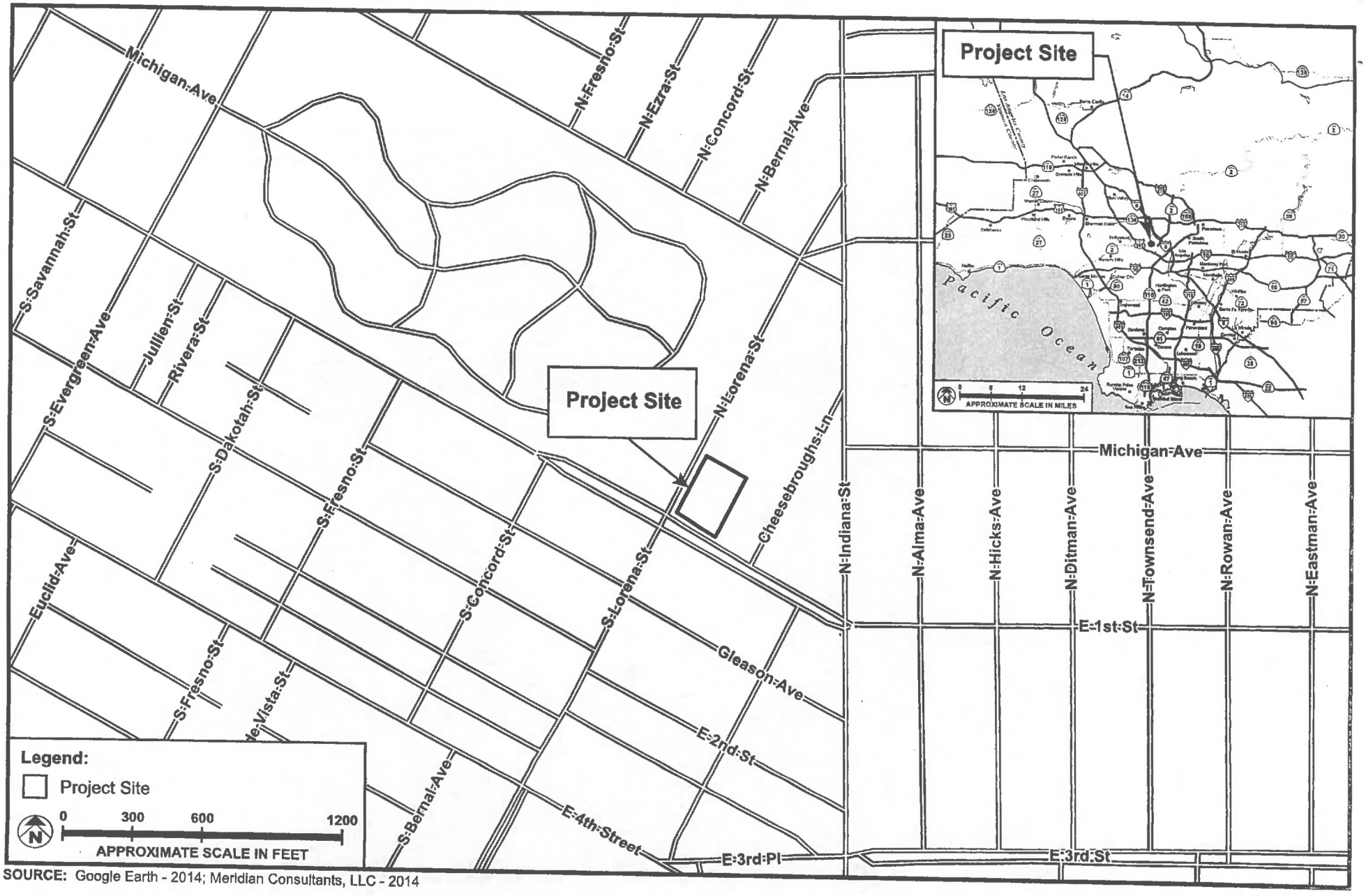
The properties surrounding the Project Site include mixed-use residential/office buildings, surface parking lots, parking structures, and commercial buildings. **Figure 2.0-7, Zoning Map,** depicts the Land Use and Zoning Designation of the Project Site and the surrounding buildings.

South: Properties located south of the Project Site across E. 1st Street include a single-story restaurant and surface parking lot at the intersection of E. 1st Street and S. Lorena Avenue, and a single-story commercial building located east of the surface parking lot. These properties are zoned C2-1 (commercial).

North: A surface parking lot is located to the north of the Project Site. Areas to the north are zoned R3-1 (multi-family residential). Adjacent to the northeast of the Project Site is a surface parking lot zoned [Q]P-1 (automobile parking).

West: The 58.6-acre Evergreen Memorial Park and Crematory is located to the west of the Project Site across N. Lorena Street. The Memorial Park is zoned A1-1XL (agricultural).

East: Located east of the Project Site is a 2-story commercial/retail market with attached surface parking lot. This and other properties to the east along E. 1st Street are zoned C2-1.



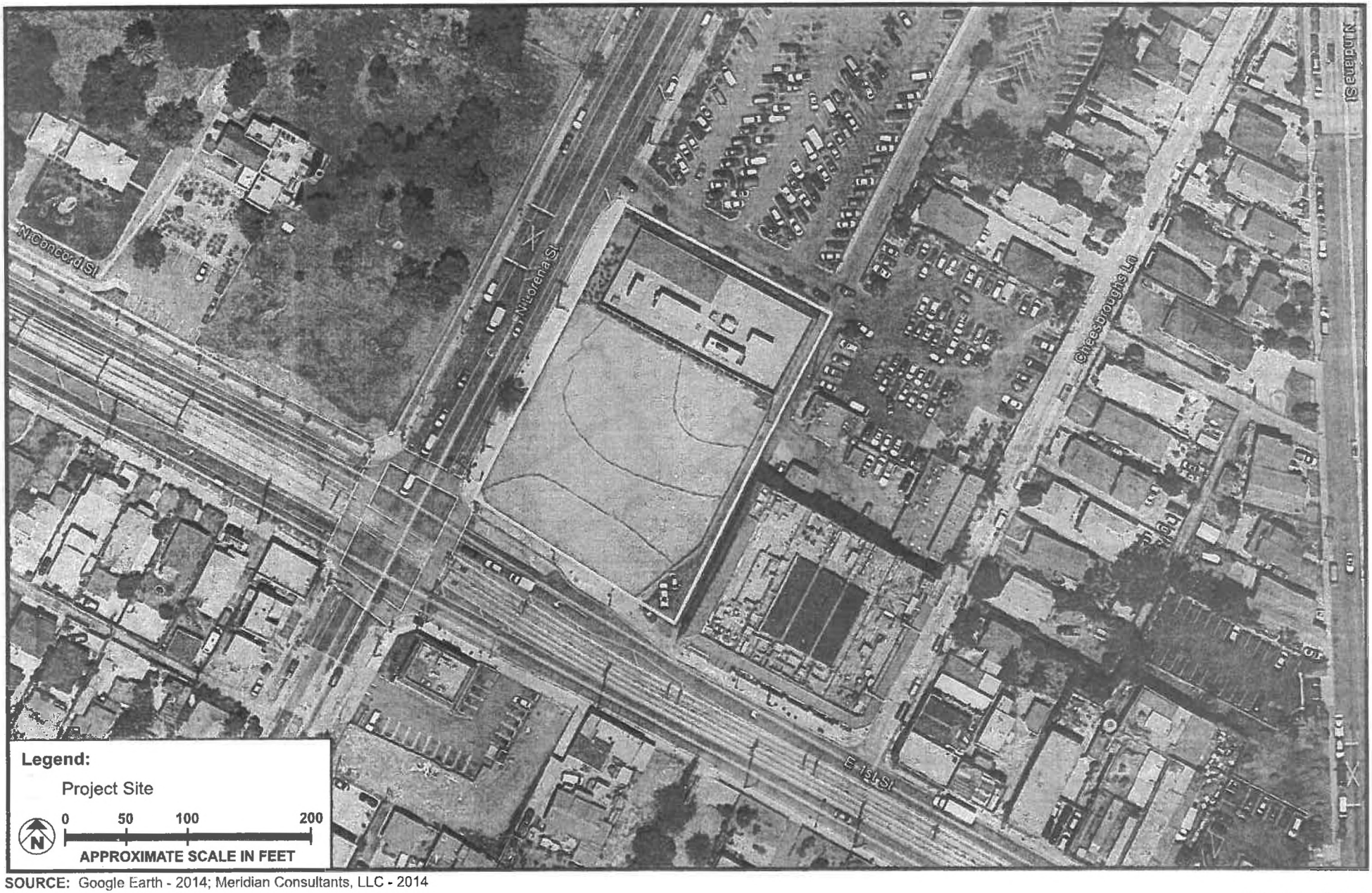
SOURCE: Google Earth - 2014; Meridian Consultants, LLC - 2014

FIGURE **2.0-1**

Meridian Consultants

Project Location Map

069-001-14



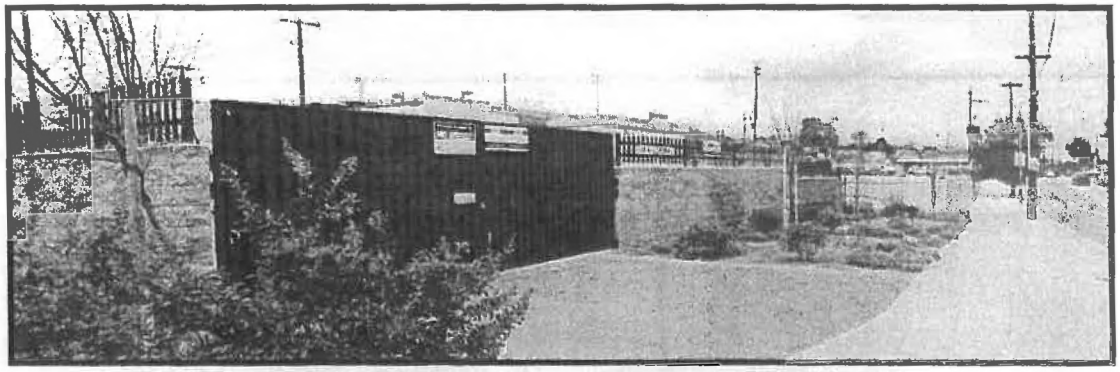
SOURCE: Google Earth - 2014; Meridian Consultants, LLC - 2014

FIGURE **2.0-2**

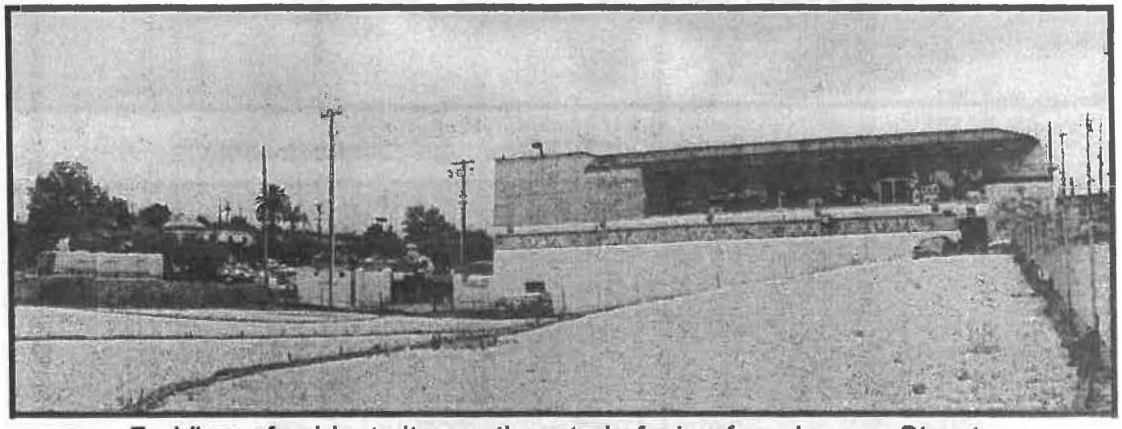
Meridian Consultants

Aerial Photograph of the Project Site

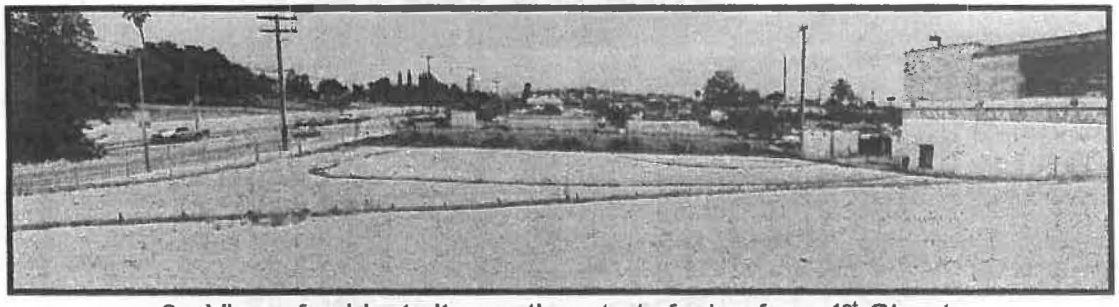
069-001-14



2. View of subject site, southerly facing from Lorena Street



7. View of subject site, northeasterly facing from Lorena Street.



9. View of subject site, northeasterly facing from 1st Street.

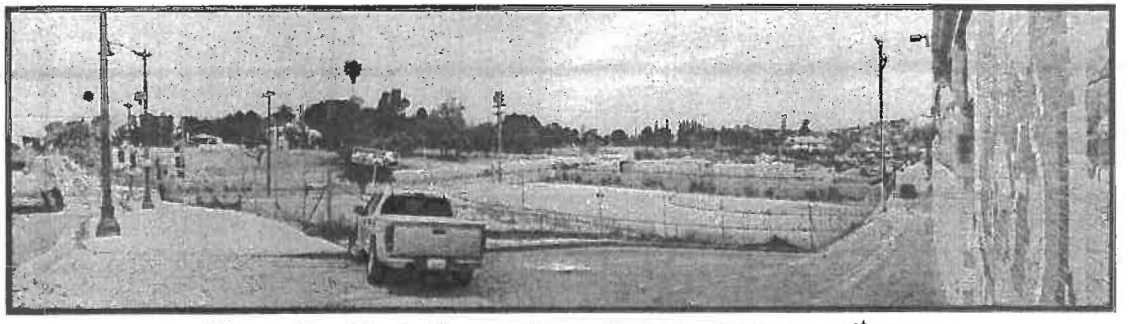
SOURCE: Meridian Consultants, LLC - 2014

FIGURE **2.0-3**

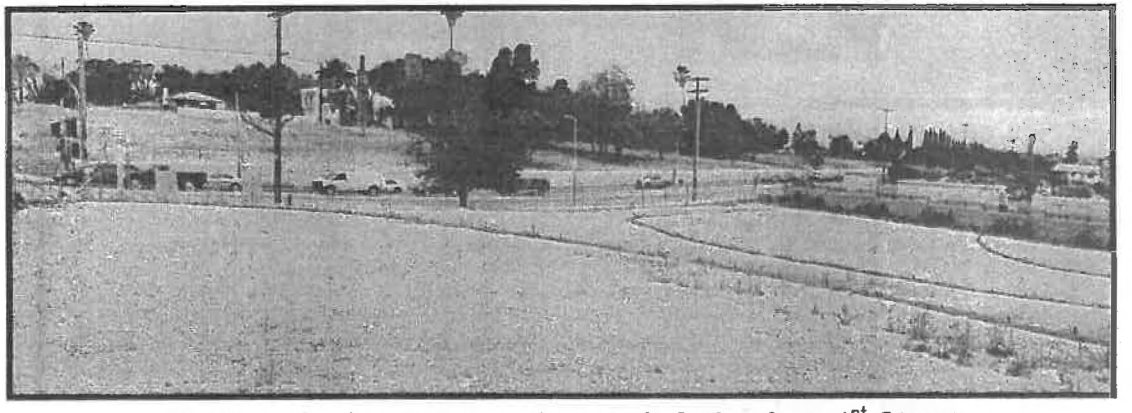
Meridian Consultants

Existing Conditions

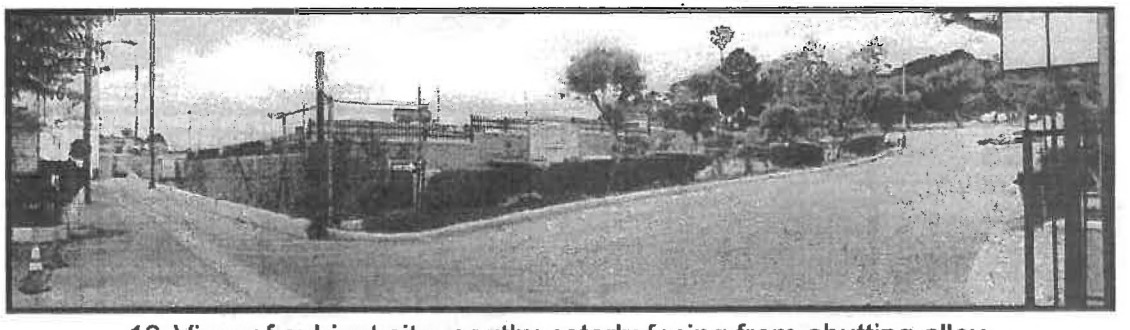
069-001-14



11. View of subject site, northwesterly facing from 1st Street.



12. View of subject site, northwesterly facing from 1st Street.



13. View of subject site, southwesterly facing from abutting alley.

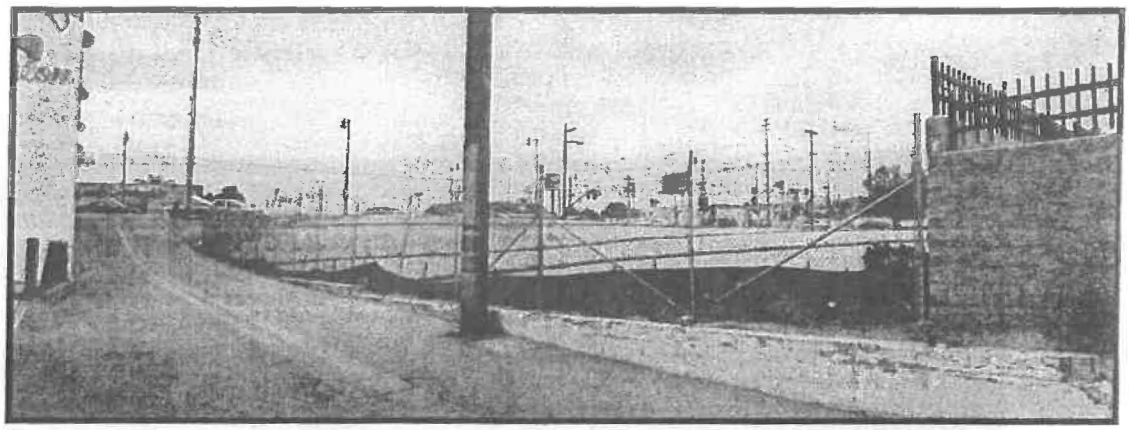
SOURCE: Meridian Consultants, LLC - 2014

FIGURE **2.0-4**

Meridian Consultants

Existing Conditions

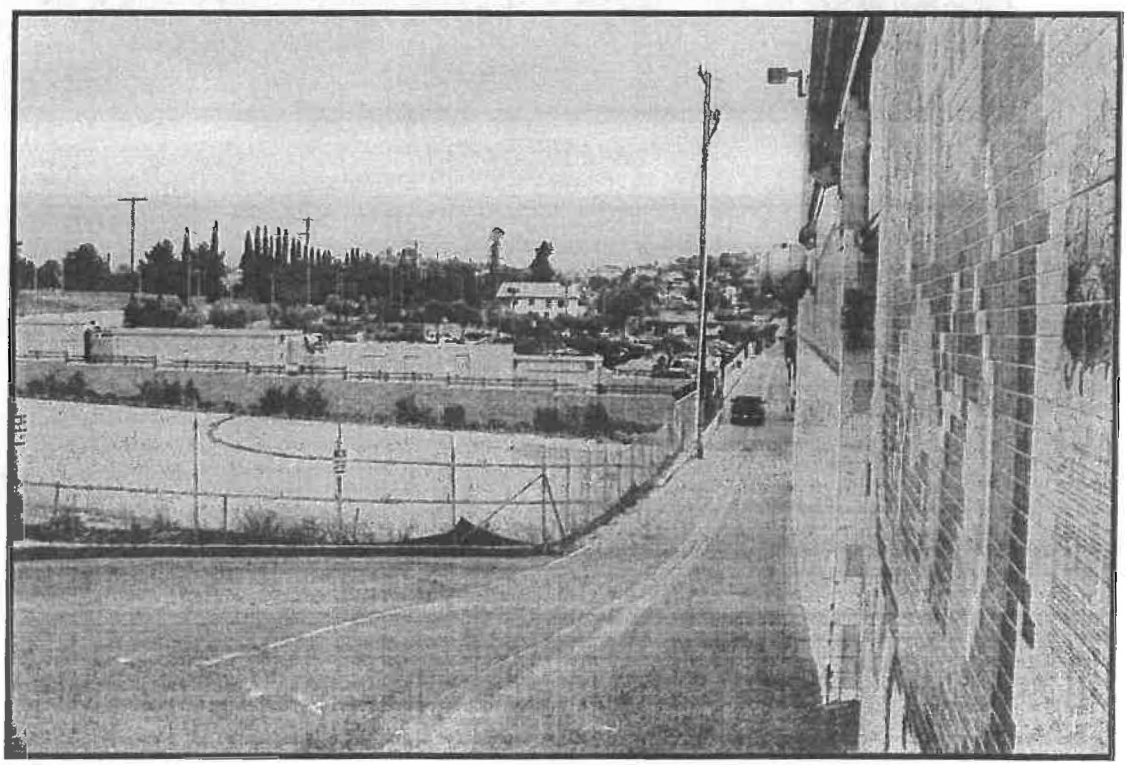
069-001-14



14. View of subject site, southwesterly facing from abutting alley.



15. View of subject site, southwesterly facing from abutting alley.



21. View of abutting alley, northeasterly facing from 1st Street.

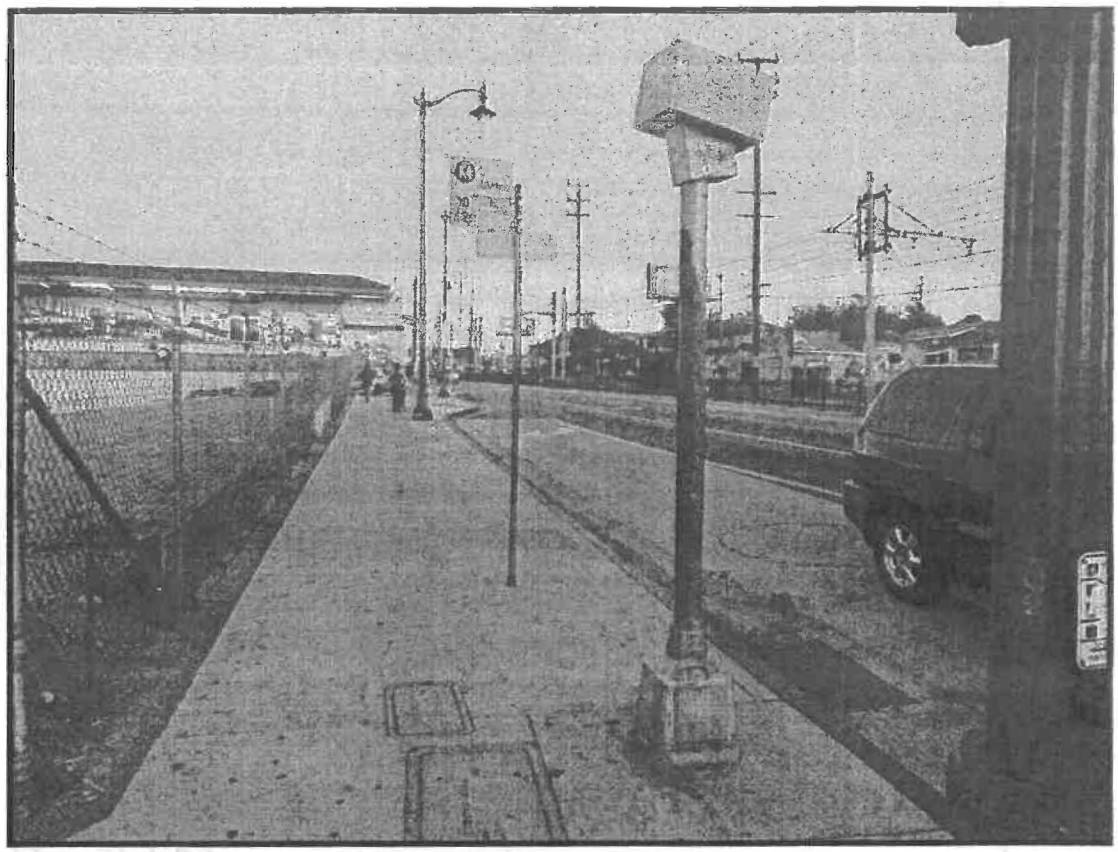
SOURCE: Meridian Consultants, LLC - 2014

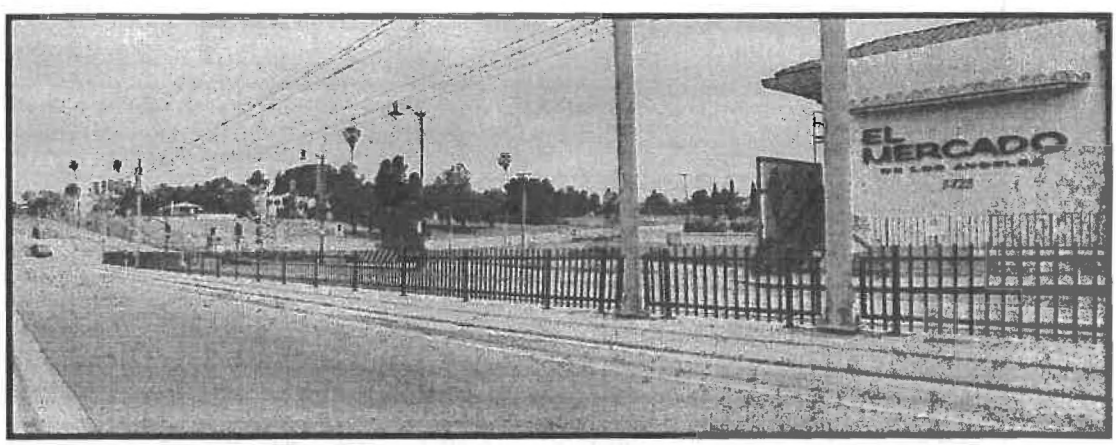
FIGURE **2.0-5**

Meridian Consultants

Existing Conditions

069-002-14





10. View of subject site, northwesterly facing from 1st Street.

SOURCE: Meridian Consultants, LLC - 2014

FIGURE **2.0-6**

Meridian Consultants

Existing Conditions

069-002-14



Legend:

Project Site

NOT TO SCALE

A1-1XL: Agricultural
C2-1: Commercial
[Q]P-1: Parking
R3-1: Residential
[Q]C2-1: Something
RD1.5-1: Something
R2-1: Something

SOURCE: Zimas - 2014

FIGURE **2.0-7**

Meridian Consultants

Zoning Map

069-001-14

3.0 PROJECT DESCRIPTION

PROPOSED DEVELOPMENT

The Proposed Project is seeking a 4- to 5-story, 90,000-square-foot mixed-use building on the Project Site containing 49 apartment units and approximately 10,000 square feet of ground-floor retail commercial space. The Project Site consists of approximately 1.27 acres (55,153 square feet) located within the C2-1 and R3-1 Zones.

The southern portion of the building, located in the C2-1 zone on E. 1st Street and wrapping around N. Lorena Street will be 5 stories. As shown in **Figure 3.0-1, Proposed Building Site Plan**, the portion oriented towards E. 1st Street will contain 4 stories of apartment units over the ground floor retail commercial space, with one level of subterranean parking. The ground floor would also contain a residential lobby, pedestrian plaza, and residential courtyard. The northern portion of the building, located in the R3-1 zone, will be 4 stories with a maximum height of 51 feet and will contain 3 stories of apartment units over a ground level parking. Project development would only occur on the vacant two-thirds of the Project Site (which is then further separated into "northern" and "southern" portions); the existing brick wall separating the northern third of the Project Site containing the traction power station would remain; and the traction power station would remain unchanged by the Proposed Project.

Architectural Design

As displayed in **Figure 3.0-2, Proposed Building Elevation,** the portion of the Proposed Building located within C2-1 zoning would be approximately 70 feet in height to the top of the roof, and the portion located within R3-1 zoning would be 51 feet in height to the top of the roof. Architectural materials would include a mix of aluminum composite panels, perforated sheet metal guardrails, fiber cement boards, wood slat screens and railings, exterior cement plaster, and glass.

Open Space and Landscaping

The Proposed Project would provide residential open space as required by the Boyle Heights Community Plan. Based on the number of units and the unit types, approximately 6,175 square feet of open space would be required. Approximately 7,500 square feet of open space is proposed. Approximately 1,875 square feet of this open space would be landscaped.

Floor Area

The zoning designation for the Project Site is split between C2-1 and R3-1. Because the Project Site is within two zoning designations, the FAR is calculated separately for each zoning designation. The total site area for the lots zoned C2-1 is 27,201 square feet; buildable area of this area is 22,677 square feet.

The allowable floor area for this parcel based on the allowable FAR of 1.5 is 34,016 square feet. The total site area for the lots zoned R3-1 is 27,951 square feet; buildable area is 22,729 square feet. The allowable floor area for this parcel based on the allowable FAR of 3.0 is 68,186 square feet. The total allowable floor area for the C2-1 and R3-1 designations is 102,201 square feet. Therefore, the proposed floor area would be 90,000 square feet and would result in an FAR of 2:1. As such, the Proposed Project would not exceed the applicable LAMC floor area requirements.

Density

Per the City of Los Angeles General Plan, areas designated Community Commercial, which correspond with C2 and R3 zoning designations, are allowed a residential density of between 29 and 109 units/net acre, with a minimum unit size of 400 square feet.[2] The City of Los Angeles permits a wide range of housing densities to accommodate various housing types. Total proposed area for the Project is 90,000 square feet. The Project proposes 46,000 square feet of area for residential uses, 34,000 for common area uses and 10,000 for commercial uses. As mentioned previously, the Project Site would consist of 49 residential units, which falls within the allowable residential density bracket and exceeds the minimum average unit size.[3] Therefore, the Proposed Project would satisfy the density requirements of the City of Los Angeles General Plan.

Vacations and Dedications

The Project Applicant would volunteer to provide the Proposed Project a 2-foot 6-inch alley dedication and a 4-foot dedication on N. Lorena Street. Dedication on E. 1st Street varies to produce a minimum right-of-way due to the diagonally slanting building frontage.

Parking and Access

The parking requirements of the Proposed Project were determined by applying the following parking ratios from the LAMC, Section 12.21 A4.[4]

- Residential: 1.0 space per dwelling unit.
- Residential: 0.5 spaces per special needs units.

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2 *City of Los Angeles General Plan,* Housing Element, 2-6 (2013).
3 38,210 square feet/49 units = 780 square feet/unit.
4 City of Los Angeles Department of City Planning, Parking Requirements, LAMC, sec. 12.21 A4

- Retail Commercial: 1.0 spaces per 500 square feet of gross commercial floor area.
- Residential Bike Parking: 1.0 long term per 49 units and 1 short term unite per 10 units.
- Commercial Bike Parking: 1.0 long term per 2,000 square feet and 1 short term per 2,000 square feet.

Vehicular access to the subterranean parking would be provided from a driveway on N. Lorena Street and commercial loading would be provided along the alley perpendicular to E. 1st Street. E. 1st Street would also provide a secondary secure access point to the residential element and pedestrian entry for commercial/retail uses. As indicated above, parking for the Building would be in a single-story subterranean garage within the portion of the Project oriented towards E. 1st Street; ground level parking would be provided for the northern portion of the Project. The Proposed Project would provide required parking at a rate of 1 parking space per 500 square feet of commercial floor area for a total of 20 parking spaces for the commercial component and 24 parking spaces per standard dwelling unit, 12 special need spaces, and 2 manager spaces. An additional 8 non-required spaces would be provided and 1 loading parking space would be provided, for a total of 67 parking spaces.

With respect to bicycle parking, a total of 64 stalls would be provided for both residential and commercial parking. Therefore, the Project would meet the LAMC requirements for on-site parking supply.

CONSTRUCTION

Construction Schedule/Phasing

Construction of the Proposed Project will take approximately 16 months, and is currently anticipated to start in the 2015 and be completed in 2017. Construction would consist of two primary phases: (1) grading/site preparation, and (2) building construction. The grading/site preparation phase includes excavation for the subterranean garage, and grading of the remainder of the site. The building construction/site improvement phase includes the construction of the building, and installation of the landscaping and hardscape areas. A breakdown of the construction phases, timelines, and anticipated equipment is provided in **Table 3.0-1, Project Construction Phasing and Equipment.**

Table 3.0-1
Project Construction Phasing and Equipment

Construction Phase	Approximate Duration	Example of Equipment
Grading/Site Preparation	2 months	Excavator, grader, dozer, tractor/loader/backhoe
Building Construction/Site Improvements	14 months	Fork lift, crane, generator, welder, cement and mortar mixer, paver, roller, air compressor

Source: A Community of Friends (2014).

Grading and Site Preparation

Grading and site preparation activities would occur over approximately two months. This phase would involve the shoring and excavation of the site to create the proper base and slope for the building foundations and the subterranean parking garage.

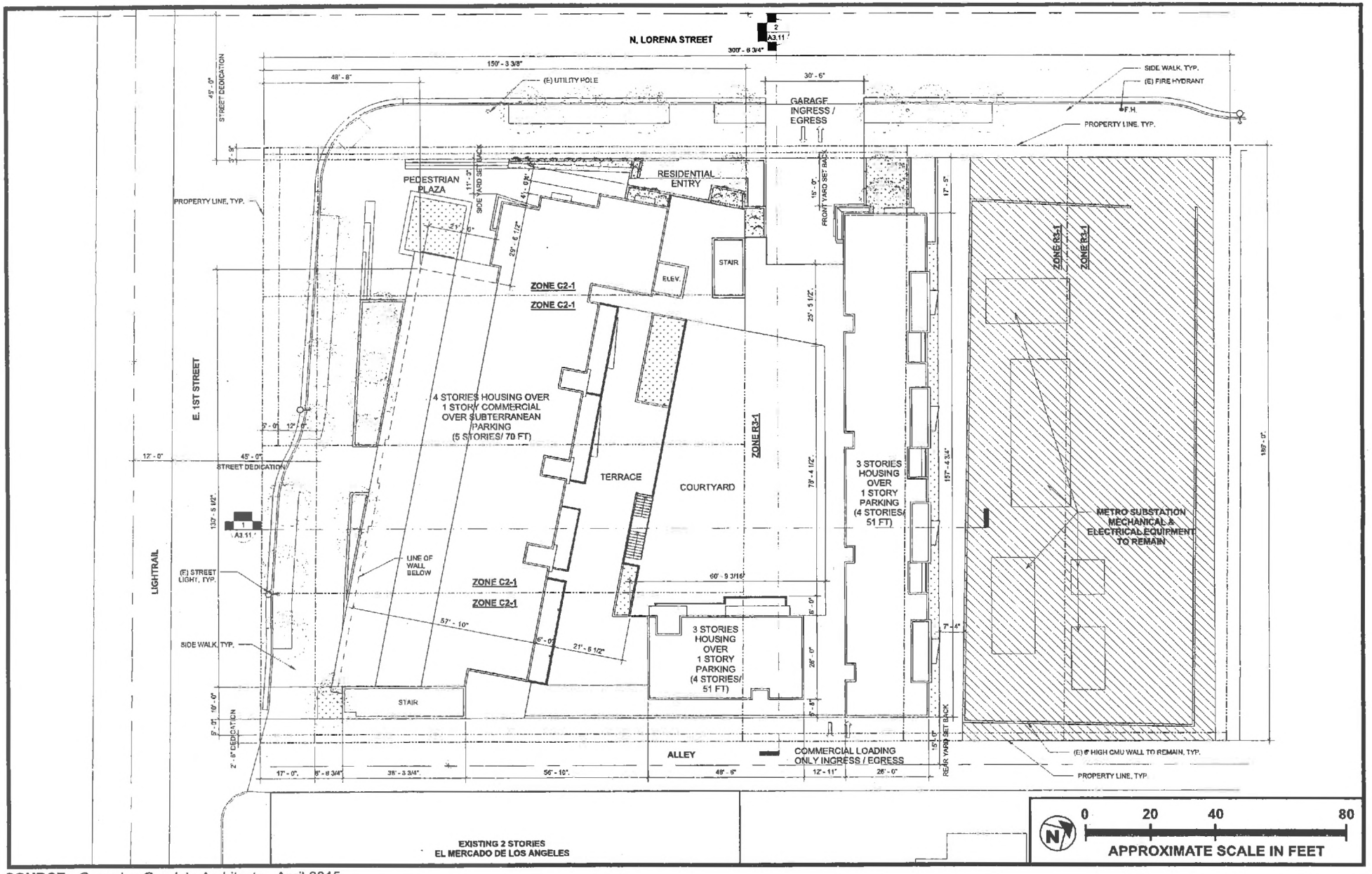
Building Construction and Site Improvements

The building construction phase consists of below-grade and above-grade structures and is expected to occur over approximately 14 months. Upon completion of the structures, architectural coating, finishing, and paving would occur. It is estimated that architectural coatings would occur over the final few months of the building construction phase, and paving would occur during the final month of construction.

Street Closures

Construction activities may necessitate temporary lane closures on streets adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Construction equipment would be staged on site for the duration of construction activities. Traffic lane and right-of-way closures, if required, will be properly permitted by the City agencies and will conform to City standards.

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



SOURCE: Gonzalez Goodale Architects - April 2015

FIGURE **3.0-1**

Proposed Building Site Plan

Meridian Consultants

069-001-14



SOURCE: Gonzalz Goodale Architects - 2014

FIGURE **3.0-2**

Meridian Consultants

Proposed Building Elevation

069-001-14

Haul Routes

All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the site that cannot be recycled or diverted would be hauled to the Chiquita Canyon or the Manning Pit landfills, which accept construction and demolition debris and inert waste from areas within the City of Los Angeles. The Chiquita Canyon landfill is approximately 37 miles northwest of the Project Site (approximately 74 miles roundtrip). The Manning Pit landfill is approximately 16 miles northeast of the Project Site (approximately 32 miles roundtrip). For recycling efforts, the Central Los Angeles Recycling Center and Transfer Station (Browning Ferris Industries) accepts construction waste for recycling and is located approximately 3 miles northwest from the Project Site (approximately 6 miles roundtrip).

For purposes of analyzing the construction-related impacts, it is anticipated that the excavation and soil export would involve 18-wheel bottom-dump trucks with a 14-cubic yard hauling capacity. Approximately 4 daily truck-trips would be required during the peak construction period. All truck staging would occur either on site or at designated off-site locations and radioed into the site to be filled. The local haul route for the Project Site toward the Pomona Freeway would utilize S. Lorena Street. The haul route specified above may be modified in compliance with City policies, provided Department of Transportation (DOT) and/or Street Services approves any such modification.

RELATED PROJECTS

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064(h), this Initial Study includes an evaluation of the Proposed Project's cumulative impacts. This guidance provided under *CEQA Guidelines* Section 15064(h) is as follows:

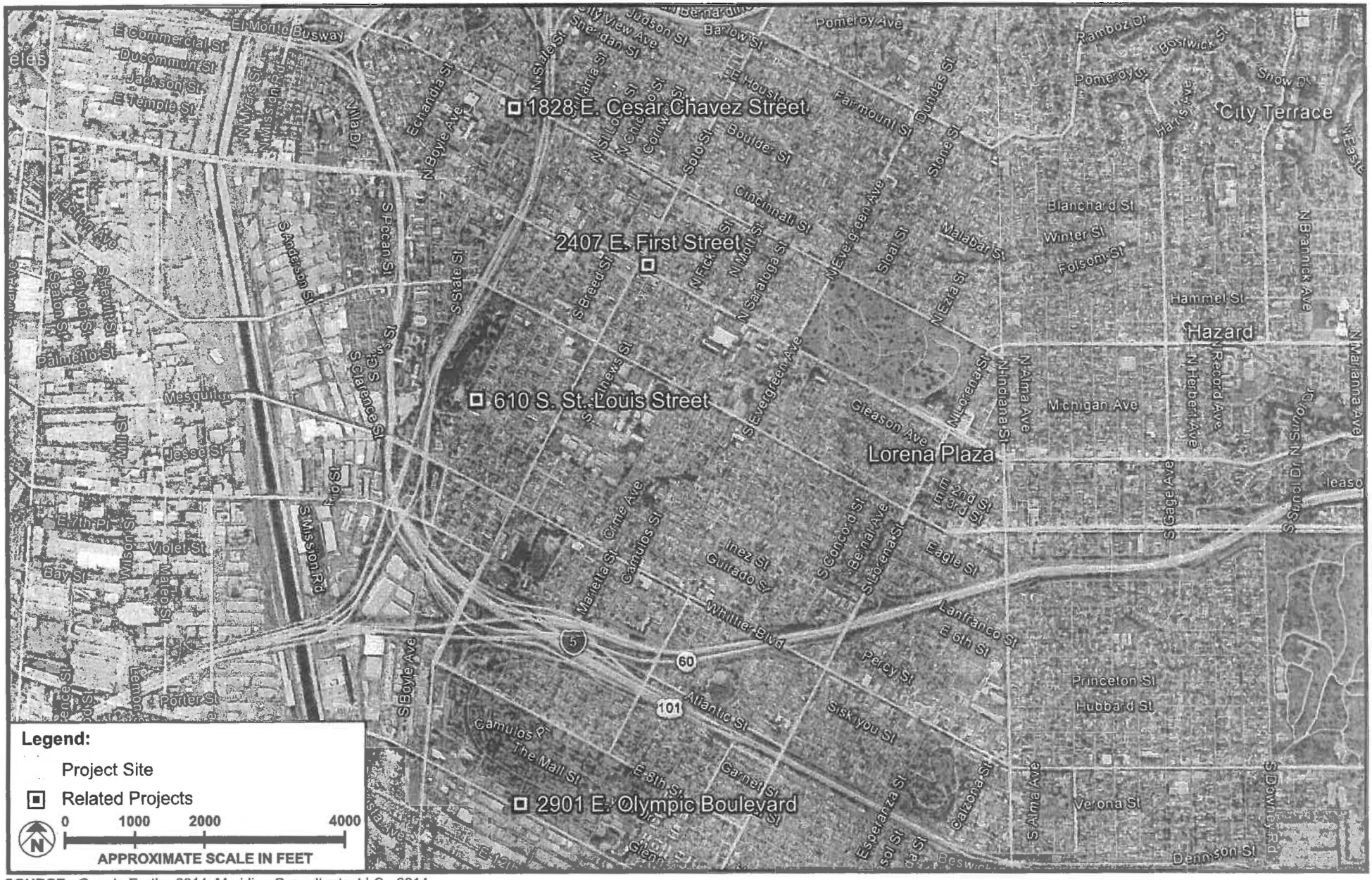
> *(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable.*
>
> *"Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*
>
> *(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation*

measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.

(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.

(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable.

The four related projects identified within a 1.5-mile radius of the Proposed Project in **Table 3.0-2, Related Projects**, are considered in the analysis of the cumulative impacts in this Initial Study. The list of proposed development projects takes into account projects that could affect traffic conditions in the Project area and is based on information from a variety of sources, including the City of Los Angeles, other studies and reports, and field verifications and observations. The locations of the related projects are shown in **Figure 3.0-3, Related Projects Location Map.**



SOURCE: Google Earth - 2014; Meridian Consultants, LLC - 2014

FIGURE **3.0-3**

Meridian Consultants

Related Projects Location Map

069-001-14

Table 3.0-2
Related Projects

#	Project Name	Location/Address	Project Description	Number	Units
1	Boyle Heights Mixed Use	2901 E. Olympic Boulevard	Apartments	4,400	du
			Retail	195,000	sq. ft.
			Office	130,000	sq. ft.
			Park	435,600	sq. ft.
2	Medical Office Expansion	1828 E. Cesar Chavez Street	Office	32,300	sq. ft.
3	Linda Vista Senior Housing and Medical Office	610 S. St. Louis Street	Condominiums	97	du
			Medical Office	33,000	sq. ft.
4	Mixed Use	2407 E. 1st Street	Apartments	50	du
			Office	8,500	sq. ft.
			Retail	3,400	sq. ft.

Source: A Community of Friends (2014).
Note: du = dwelling units; sq. ft. = square feet.

REQUESTED APPROVALS

The application(s) request approval of the following:

Density Bonus: Pursuant to LAMC Section 12.22 A.25, the Applicant requests approval of on-menu density bonus incentives in the form of:

a. Per LAMC 12.22 A.25(f)(5) – Height (Exceed the 45 foot height restriction in the R3-1 zone and exceed Transitional Height requirements in the C2-1 Zone).

b. Per LAMC 12.22 A.25(f)(8) – Averaging of Floor Area Ration, Density, Parking or Open Space and permitting Vehicular Access. Parking access located in a more restrictive zone.

4.0 ENVIRONMENTAL ANALYSIS

INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000–15387). The thresholds of significance are based on the Los Angeles (LA) *CEQA Thresholds Guide*.

4.1 AESTHETICS

Impact Analysis

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

No Impact. A significant impact may occur if the Proposed Project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest).

The Project Site is located within East Los Angeles, approximately 0.5 miles north of the Pomona Freeway, and approximately 1.4 miles east of the Golden State Freeway. When looking north from the Pomona Freeway, the view is generally defined by single-family residential buildings. Looking east from the Golden State Freeway, the view is generally defined by single- and multifamily residential buildings, in addition to commercial structures.

The Boyle Heights Community Plan does not identify any scenic vistas. As shown in **Figure 2.0-3** through **Figure 2.0-6,** the southern two-thirds of the Project Site is currently vacant and contains minimal vegetation. A 12,800-square-foot traction power station for the Metro Gold Line is located on the northern third of the Project Site, and is divided from the vacant portion of the site by a sloping brick wall. The Project Site slopes down from E. 1st Street towards the north to the Gold Line Power Station, which is surrounded by a masonry wall topped with metal fence. Due to the relatively level topography and extent of development within the immediate area, there are no scenic views or vantage points that afford scenic views. The Project Site is not located within or along a designated scenic corridor, and no scenic views exist from the site or any adjacent or nearby locations. Since there are no identified scenic vistas in the vicinity of the Project Site, no impacts to scenic vistas would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact would occur if scenic resources would be damaged and/or removed by development of a project. The southern two-thirds of the Project Site are currently vacant; the northern third of the site contains a traction power station for the Metro Gold Line. The Project Site is not located within or along a designated scenic highway. The nearest designated State scenic highway is State Route 2, which runs from 2.7 miles north of SR-210 in

La Canada to the San Bernardino County line.[5] However, at its nearest point, State Route 2 is located approximately 12 miles north of the Project Site. There is minimal vegetation on the Project Site, and there are no natural scenic resources, such as native California trees or unique geologic features, on the Project Site. There are no existing structures on the Project Site. Therefore, no scenic resources, including trees, rock outcroppings, and historic structures, would be impacted by the Proposed Project.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

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

Building Heights and Massing

Within the Boyle Heights community there are commercial, retail, office, restaurant, parking, and residential land uses of various heights. Surface parking lots are located on generally flat areas of land immediately adjacent to the north and northeast of the Project Site. On the other side of these lots, existing buildings to the north and northeast are 1 to 2 stories in height. To the east, residential and commercial structures are also 1 to 3 stories in height. To the south, the Metro Gold Line runs along the middle of E. 1st Street. Across E. 1st Street on the corner of E. 1st Street and N. Lorena Street is a 1-story restaurant building. The crosswalk paving at this intersection is enhanced with red concrete squares. Heading east along E. 1st Street, single-family residences set back slightly from the road and on raised elevations. The land also slopes up moving east along E. 1st Street. Across N. Lorena Street to the west is a cemetery and memorial park. An existing wall runs along N. Lorena Street bordering the cemetery. Although the Project Building would be slightly taller than the existing structures within the immediate vicinity of the Project Site, the height and massing of the Project Building would not be incompatible with surrounding uses. The Project would only be 1 to 2 stories taller than the commercial building adjacent to the east and within the allowable height limit designated for the Project site.

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5 California Department of Transportation, "Officially Designated State Scenic Highways" http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm (October 2013).

Impacts would be less than significant.

Views

The southern portion of the vacant two-thirds of the Project Site on E. 1st Street located within C2-1 zoning is not subject to any height standard, but is subject to a maximum FAR limitation of 1.5:1. The height limit for the northern portion of the site zoned R3-1 is 45 feet, with a maximum FAR of 3:1. The section of the Project located on the northern portion of the vacant area within the C2-1 zone would be 70 feet in height above grade, and the portion within the R3-1 zone would be 51 feet above grade. The Applicant is requesting approval of a Density Bonus incentives pursuant to LAMC Section 12.22.A.25(e) to permit an additional 11 feet in height, for a maximum building height of 56 feet for the portion of the proposed project within R3-1 zoning. With approval of this density bonus request, the height of the proposed building would be within allowable height limitations for *LAMC* zoning C2-1 and R3-1.

Although it would alter the existing visual character of the Project Site by replacing vacant lot space with a mixed-use building, the Proposed Project would not degrade the existing visual character of the Project Site and surrounding area. Of the 7,500 square feet of open space proposed for the Project, 1,875 square feet would be landscaped. Substantial setbacks would be provided on E. 1st Street and N. Lorena Street that provide landscaped areas, including a designated "pedestrian plaza" on the corner of E. 1st Street and N. Lorena Street. The building frontage along N. Lorena Street would be landscaped with a variety of plants and street trees. Finally, the building is set at an angle along E. 1st Street to make space for a landscaped outdoor area along the Project Site boundary.

Since development of the Project Site would replace a vacant lot with a 4- to 5-story mixed-use building designed to provide approximately 1,875 square feet of landscaped area, including along the frontages of E. 1st Street and N. Lorena Street, the Proposed Project would alter the existing visual character of the site in a positive manner. The visual quality of the site and surrounding area would be enhanced through the provision of attractive landscaping and public open space.

Impacts would be less than significant.

Vandalism

Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall adjacent to public right-of-way. However, every building, structure or portion thereof, would be maintained in a safe and sanitary condition and good repair, and free from debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to *Municipal Code* Section 91.8104. As well as, maintaining that the exterior of all buildings and fences would be free

from graffiti when such graffiti is visible from a street or alley, pursuant to *Municipal Code,* Section 91.9104.15. Impacts would be less than significant.

Shade and Shadow

Shade and shadow impacts may result if direct sunlight to the proposed buildings affects adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses have some reasonable expectations for direct sunlight and warmth from the sun. Per the *L.A. CEQA Thresholds Guide*, "facilities and operations sensitive to the effects of shading include routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors." These land uses are termed "shadow-sensitive" because sunlight is important to function, physical comfort of commerce. Based on the *L.A. CEQA Thresholds Guide*, a shading impact would normally be considered significant if the Proposed Project's structures cast shadows for more than 3 hours each day between the hours of 9:00 AM and 3:00 PM during winter months, or for more than 4 hours each day between the hours of 9:00 AM and 5:00 PM during the summer months.

No shade sensitive uses are located adjacent to the site. The site is bordered by N. Lorena Street to the east, E. 1st Street to the south, a commercial building on the west and the Gold Line Motor Traction Station and a parking lot to the north. The Proposed Project's summer and winter solstice shadows at 4:00 PM and 3:00 PM respectively are illustrated in **Figure 4.1-1, Summer and Winter Solstice Shadows.** These two times were chosen as representative of peak shade and shadow cast by a 4- to 5-story building throughout the year. These models provide a conservative worst-case scenario for the amount of shadow cast across surrounding uses at any one time.

North: A surface parking lot is located to the north of the Project Site. The proposed building on the Project Site would shade a small portion of the parking lot during the winter months at approximately 3:00 PM. During the summer months, the buildings on the Project Site would not shade this parking lot. While a small portion of the parking lot would be shaded during the winter months, it is a usable outdoor area, and the Proposed Project would have no impact for this reason.

South: To the south of the Project Site, across E. 1st Street, is a single-story restaurant and surface parking lot. However, the proposed Project's shadow would not extend across E. 1st Street during either the winter or summer months. Therefore, there would be no impact.

West: The Evergreen Memorial Park and Crematory is located to the West of the Project Site across N. Lorena Street. The proposed building on the Project Site would not extend its shadow across N. Lorena Avenue during either the winter or the summer months. There would be no impact.

East: Located east of the Project Site is a 2-story commercial/retail market building. During the summer months at approximately 4:00 PM, the side of the commercial building adjacent to the Project Site would be partially shaded. During the winter months, the Project building would shade the surface parking lot associated with the commercial building (El Mercado de Los Angeles) at approximately 3:00 PM. Although there is outdoor second-story balcony space on the west side of this building facing the Project Site, this balcony is not routinely used.[6] El Mercado is considered to be an "indoor shopping and meeting place."[7]

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

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

Light

Night lighting for the Proposed Project would be provided to illuminate the building entrances and common open space areas, largely to provide adequate night visibility for residents and visitors and to provide a measure of security. Street lighting around the perimeter of the Project Site currently exists. The Project Site would include nighttime lighting along the building frontages on N. Lorena Street and E. 1st Street. Lighting would also be placed at the building pedestrian entrances and the vehicle driveways. In addition to the exterior ground-level nighttime security lighting, interior lighting associated with the Proposed Project would provide an additional source of nighttime illumination. Due to its close proximity with residential buildings, the Proposed Project would utilize outdoor lighting designed and installed with shielding to reduce light-sourced impacts surrounding the Project Site, such as adjacent residential properties or the public right-of-way.

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6 Based on Site observations.

7 El Mercado de Los Angeles. http://www.elmercadodelosangeles.com/index-en.php.

Impacts would be less than significant.

Glare

Potential reflective surfaces in the Project vicinity include automobiles traveling and parked on streets, exterior building windows, and surfaces of brightly painted buildings. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. The proposed architectural materials for the Project would include a mix of aluminum composite panels, fiber cement boards, wood slat screens and railings, exterior plaster, and low-emissivity glass. Landscaping in the form of parkway and street trees would be provided along E. 1st Street and N. Lorena Street that would buffer and partially screen the building from public view. Highly polished materials or highly reflective metal material and glass that could reflect light and create glare are not proposed. The Proposed Project would not introduce any new sources of glare that are incompatible with the surrounding areas. Additionally, the architectural materials to be used for the exterior would be limited to materials that do not cause excessive glare and reflected heat.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

Less than Significant Impact. Development of the Proposed Project in conjunction with the four related projects identified in **Table 3.0-2, Related Projects,** would result in an intensification of existing prevailing land uses in an already heavily urbanized area of East Los Angeles. However, as shown in **Figure 3.0-3, Related Projects Location Map,** none of the related projects are within the viewshed of the Proposed Project; therefore, none of these projects are located close enough to the Project Site to contribute to a cumulative change in aesthetic character. Development of related projects is expected to occur in accordance with adopted plans and regulations. With respect to the overall visual quality of the surrounding neighborhood, each of the related projects would be required to meet lighting requirements and submit a landscape plan and signage plan (if proposed) to the Los Angeles Department of City Planning for review and approval prior to the issuance of grading permits.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

Impact Analysis

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

No Impact. As shown on **Figure 2.0-2, Aerial Photograph of the Project Site,** the Project Site encompasses a vacant lot and a traction power station for the Metro Gold Line, and is surrounded by commercial/retail structures and surface parking lots.

The Project Site is located within a developed and urbanized area of the City of Los Angeles. No farmland or agricultural activity exists on or near the Project Site. According to the California Department of Conservation "Los Angeles County Important Farmland 2010" map, the Project Site is designated as "urban and built-up land."[8] No portion of the Project Site is designated as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project Site is located within the jurisdiction of the City of Los Angeles and is subject to the applicable land use and zoning requirements of the LAMC. The Project Site is split between C2-1 and R3-1 zoning and has a land use designation of Community Commercial in the Boyle Heights Community Plan. The Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. No Williamson Act contracts are in effect for the Project Site.[9]

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

9 California Department of Conservation, Division of Land Resource Protection, "The Land Conservation (Williamson) Act" (2013), http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx.

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

No Impact. The Project Site is split between C2-1 and R3-1 zoning, and has a land use designation of Community Commercial in the *Boyle Heights Community Plan*. The Project Site is not zoned as forestland or timberland, and there is no timberland production at the Project Site.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project Site is occupied by a surface lot and a traction power station for the Metro Gold Line. No forested lands or natural vegetation exists on or near the Project Site.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses. The Project Site is not classified in any "Farmland" category designated by the State of California.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

No Impact. Development of the Proposed Project in combination with the four related projects would not result in the conversion of State-designated agricultural land from agricultural use to a nonagricultural use, nor result in the loss of forestland or conversion of forestland to nonforest use. The

most recent Important Farmland Map maintained by the Division of Land Resource Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category.[10] The Project Site is located in an urbanized area in the City and does not include any State-designated agricultural lands or forest uses.[11]

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

10 California Department of Conservation, Division of Land Resource Protection (January 2012).

11 State of California Department of Conservation, Division of Land Resource Protection, "Farmland Mapping and Monitoring Program" (2013), http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx.

4.3. AIR QUALITY

Impact Analysis

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

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant air quality impact could occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The most recent AQMP was adopted by the Governing Board of the South Coast Air Quality Management District (SCAQMD) on December 7, 2012. Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the Regional Comprehensive Plan (RCP) are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP. As discussed in **Section 4.13, Population and Housing**, the Proposed Project is consistent with the regional growth projections for the Los Angeles Subregion and is also consistent with the smart growth policies of the RCP and Compass Vision Strategies to increase housing density within close proximity to transit stations. The Project Site is located 0.25 miles from the Indiana Metro Gold Line Station and is well served by several Metro bus lines providing transit opportunities for residents and guests of the Proposed Project. As discussed in the Traffic Study (see **Appendix E**), the close proximity of the Proposed Project to neighborhood-serving commercial/retail land uses and regional transit along E. 1st Street would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone land uses that are not located in close proximity to transit. Thus, the Proposed Project would not conflict with or obstruct implementation of the 2012 AQMP.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

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

construction and Project operation. These emissions have the potential to exceed SCAQMD emissions thresholds.

Construction Emissions

The proposed development on the Project Site includes the construction of a new 4- to 5-story residential mixed-use building. Construction of the Project will occur over approximately 16 months. Construction would include two main phases: (1) grading/excavation/site preparation; and (2) building construction/site improvements. The building construction/site improvements phase includes the construction of the proposed building, utility connections, and landscape and hardscape areas.

These construction activities would create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities during the grading/excavation/site preparation phase would primarily generate particle pollution. Particles less than 10 micrometers in diameter (PM10) and particles less than 2.5 micrometers in diameter (PM2.5) would be the primary sources of particle pollution. Mobile sources (such as diesel-fueled equipment on site and traveling to and from the Project Site) would primarily generate nitrogen oxide (NOx) emissions. The application of architectural coatings, such as paint, during the building construction phase would primarily result in the release of volatile organic compound (VOC) emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

The analysis of daily construction emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD. **Table 4.3-1, Maximum Construction Emissions**, identifies the daily emissions estimated to occur on peak construction days for each construction phase. Equipment is assumed to be typical for a Type III residential building with underground parking and would include excavators, dozers, loaders, paving equipment, etc. These calculations assume legal compliance and that code-required dust control measures would be implemented as part of the Proposed Project during each phase of development. Control requirements for SCAQMD Rule 403 include, but are not limited to: applying water in sufficient quantities (at least three times per day) to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel-washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

Table 4.3-1
Maximum Construction Emissions
(pounds/day)

Source	VOC	NOx	CO	SOx	PM10	PM2.5
Maximum	44.31	19.72	27.63	0.05	2.19	1.41
SCAQMD threshold	75	100	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

*Notes: Refer to Air Quality Modeling in **Appendix A**. Construction assumptions (equipment, schedule, etc. based on information found in **Section 3.0, Project Description.***
Includes implementation of fugitive dust control measures required by SCAQMD under Rules 403 and 403.1. CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; VOC = volatile organic compound; SOx = sulfur oxides.

As shown in **Table 4.3-1,** construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significant threshold for criteria pollutants during the construction phases. Therefore, construction emissions would also not contribute a considerable increase in emissions of the pollutants for which the Basin is currently in nonattainment (NO2, PM10, and PM2.5). Additionally, during Project construction, all unpaved construction areas would be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting would reduce fugitive dust by as much as 55 percent. The construction area would also be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind All clearing, earth moving, or excavation activities would be discontinued during period of high winds (i.e., greater than 15 mph), to prevent excessive amounts of dust. All dirt/soil materials transported off site would be either sufficiently watered or securely covered to prevent excessive amount of dust. Trucks having no current hauling activity shall not idle but be turned off.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Operational Emissions

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

Table 4.3-2
Maximum Operational Emissions
(pounds/day)

Source	VOC	NOx	CO	SOx	PM10	PM 2.5
Maximum	4.87	6.24	29.65	0.05	3.51	1.02
SCAQMD threshold	55	55	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

*Notes: Refer to Air Quality Modeling in **Appendix A.** CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; VOC = volatile organic compound; SOx = sulfur oxides.*
*Construction assumptions (equipment, schedule, etc. based on information found in **Section 3.0, Project Description.***

As shown in **Table 4.3-2**, the operational emissions generated by the Proposed Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, operational emissions would also not contribute a considerable increase in emissions of the pollutants for which the Basin is currently in nonattainment (NO2, PM10, and PM2.5). Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the project would add a considerable cumulative contribution to federal or State nonattainment pollutants. As the Basin is currently in State nonattainment for ozone, NO2, PM10, and PM2.5, related projects plus the Project could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Proposed Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

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

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Project construction activities and operations, as described above, may increase air emissions above current levels. Also, concentrations of pollutants may have the potential to impact nearby sensitive receptors. Sensitive receptors are defined as schools, residences, hospitals, resident care facilities, daycare centers, or other facilities that may house individuals with health conditions who would be adversely impacted by changes in air quality. The nearest sensitive receptors to the Project Site are the single-family residences located approximately 150 feet to the southeast across E. 1st Street.

The SCAQMD has developed localized significance thresholds (LSTs), based on the amount of pounds of emissions per day a project can generate, that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD,[12] apply to projects that are less than or equal to 5 acres in size and are only applicable to the following criteria pollutants: NOx, CO, PM10, and PM2.5. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each Source Receptor Area (SRA). For PM10, the LSTs were derived based on requirements in SCAQMD Rule 403 and Rule 403.1—Fugitive Dust. For PM2.5, LSTs were derived based on a general ratio of PM2.5 to PM10 for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 SRAs at various distances from the source of emissions. The Project Site is located within SRA 11, which includes East Los Angeles. The nearest sensitive receptors

12 South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, June 2003, Revised October 21, 2009.

that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project are residential uses to the southeast of the Project Site. Given the proximity of these sensitive receptors to the Project Site, the LSTs with receptors located within 100 feet have been used to address the potential localized air quality impacts associated with the construction-related NOx, CO, PM10, and PM2.5 emissions for each construction phase.

Construction Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. However, as shown in **Table 4.3-3, Localized Significance Threshold (LST) Worst-Case Emissions**, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for a 1.27-acre site in SRA 11. The closest distance used to determine the mass-rate emissions from the screening tables is 25 meters (81 feet). The allowable mass-rate emissions were linearly interpolated for a 1.27-acre site using the specified thresholds for 1- and 2-acre sites. Localized air quality impacts from construction activities to the off-site sensitive receptors would be less than significant.

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

Source	NOx	CO	PM10	PM2.5
Construction				
Total mitigated maximum emissions	8.92	10.17	0.63	0.55
LST threshold	121.92	2,430.78	36.83	11.43
Threshold Exceeded?	**No**	**No**	**No**	**No**
Operational				
Area/Energy emissions	0.14	4.15	0.03	0.03
LST threshold	121.92	2,430.78	16.51	3.81
Threshold Exceeded?	**No**	**No**	**No**	**No**

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

It should be noted that LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling along the roadways. With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) to any level below LOS C, and for any intersection operating at LOS D or worse where the project would increase the V/C ratio by

two percent or more. A review of the *Traffic Memorandum for the 1st and Lorena Mixed-Use Project (Traffic Study)* indicates that the Project is forecast to result in incremental, but not significant, traffic impacts to the operation of nearby intersections in the AM and PM peak hours. The addition of Project traffic would not cause an increase in V/C ratios at any of the three intersections reviewed (Lorena Street / Cesar Chavez Avenue-Brooklyn Place; Lorena Street / 1st Street; and Indiana Street / 1st Street), nor would the addition of Project traffic cause the level of service to change at any study intersection. As stated in **Section 4.16, Transportation and Traffic,** impacts with respect to LOS and V/C are less than significant.

Because the Proposed Project would not worsen the LOS of any intersection below C, nor increase the V/C ratio by two percent of more for an intersection rated D or worse, the Project would not have the potential to cause or contribute to an exceedance of the California 1-hour or 8-hour CO standards of 20 parts per million (ppm) or 9.0 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California 1-hour CO standard, or 0.45 ppm for the 8-hour CO standard at any local intersection. Impacts with respect to localized CO concentrations would be less than significant.

Toxic Air Contaminants (TAC)

As the Proposed Project consists of a mixed-use development containing apartments and commercial uses, the Proposed Project would not include any land uses that would involve the use, storage, or processing of carcinogenic or noncarcinogenic TACs, and no toxic airborne emissions would typically result from Project implementation. Although the Project is located adjacent to the Metro Gold Line, Metro operation would not generate significant quantities of pollutants that would affect the Project. Since public transportation generally decreases the number of vehicle miles of travel (VMT), operation of the Gold Line improves air quality within the transportation corridor compared to areas without a major public transportation line.

Construction activities associated with the Proposed Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal levels that protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of TACs would be less than significant.

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

Less than Significant Impact. A significant impact would occur if objectionable odors are generated that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as in sewage treatment facilities and landfills. As the Proposed Project involves no elements related to these types of activities, no odors from these types of uses are

anticipated. Good housekeeping practices, such as the use of trash receptacles, would be sufficient to prevent nuisance odors. In addition, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's long-term operations phase. Therefore, potential operational odor impacts would be less than significant.

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

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

Less than Significant Impact. Development of the Proposed Project in conjunction with the four related projects in the Project vicinity would result in an increase in construction and operational emissions in an already urbanized area of the City of Los Angeles. According to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for pollutants for which the Basin is in nonattainment. As discussed previously, because the construction-related and operational daily emissions associated with the Proposed Project would not exceed the SCAQMD's recommended thresholds, emissions associated with the Proposed Project would not be cumulatively considerable. In addition, as shown on **Figure 3.0-3,** none of the related projects are near enough to the Proposed Project to contribute to a cumulatively considerable air quality effect.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.4 BIOLOGICAL RESOURCES

Impact Analysis

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

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

The northern third of the Project Site currently contains a traction power station for the Metro Gold Line; the southern two-thirds of the Project Site are vacant. The Project Site does not contain any critical habitat or support any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or US Fish and Wildlife Service (USFWS). No trees would be removed, trimmed, or otherwise disturbed during construction.

Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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

No Impact. As previously indicated, the northern third of the Project Site currently contains a traction power station for the Metro Gold Line; the southern two-thirds of the Project Site are vacant. No riparian or other sensitive natural community is located on or adjacent to the Project Site. Therefore, implementation of the Proposed Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat. The northern third of the Project Site contains the traction power station for the Metro Gold Line. The vacant two-thirds of the Project Site consist of graded earth. Neither portion of the Project Site contains any wetlands or natural drainage channels. The Project Site does not have the potential to support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project Site is located in an area that has been previously developed in a heavily urbanized area of the City of Los Angeles. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Proposed Project vicinity. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related, significant adverse effect could occur if a project were to cause an impact that is

inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance.[13] As stated before, there are no trees within the vacant lot, and there is only one street tree bordering the site within the public right-of-way on N. Lorena Street that may be removed, trimmed, or otherwise disturbed during construction. This street tree is not one of the protected tree species (i.e., Valley Oak, California Live Oak, Southern California Black Walnut, Western Sycamore, or California Bay). The removal and placement of trees is subject to the review and approval of the Board of Public Works, Urban Forestry Division.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

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

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

Less than Significant Impact. The Proposed Project would have a less than significant impact upon biological resources with mitigation. Development of the Proposed Project in combination with the four related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special-status species identified in local plans, policies, or regulations, or by the CDFW or the USFWS. No such habitat occurs near the Project Site or related projects due to the existing urban development. Development of any of the related projects would be subject to the City of Los Angeles Protected Tree Ordinance.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

4.5 CULTURAL RESOURCES

Impact Analysis

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

No Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the Proposed Project would disturb historic resources that presently exist within the Proposed Project Site. The northern third of the Project Site currently contains a traction power station for the Metro Gold Line; the southern two-thirds of the Project Site are vacant. The existing brick wall separating the northern third and the southern two-thirds of the Project Site would remain, protecting the structures housing mechanical and electrical equipment that would remain on-site.

Since the majority of the Project Site is vacant, and the structures housing mechanical equipment would not be demolished, there are no buildings to evaluate for eligibility to the National Register of Historic Places or the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Landmark. There is no concentration of historic buildings in the vicinity of the Proposed Project.[14] No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with the Proposed Project would disturb archaeological resources presently exist within the Project Site. According to the "Summary of Impacts on Archaeological Properties" listed in the *Los Angeles Eastside Corridor Final EIS/EIR,* the Project Site and immediately surrounding areas do not contain any known archaeological resources.[15] Based on historical imagery, construction activity previously disturbed the Project Site from 2005 to 2009. The traction power station was constructed in 2009. It is anticipated that the Proposed Project would involve excavations up to approximately 25 feet in vertical height for construction of the subterranean parking on the northern portion of the site. The excavations are expected to expose fill and native soils. Thus,

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14 City of Los Angeles Metro, Los Angeles Eastside Corridor Final SEIS/EIR (2010).

15 City of Los Angeles Metro, Los Angeles Eastside Corridor Final SEIS/EIR (2010). Table 4.15-2.

the potential exists for the discovery of archaeological materials. Because the presence or absence of such materials cannot be determined until the site is excavated, no further evaluation of this issue is warranted at this time.

However, as a precautionary measure, the Department of City Planning recommends that if any archaeological materials are encountered during the course of Project development, all further development activity would halt and the services of an archaeologist would be secured. The archaeologist would assess the discovered material(s) and prepare a survey, study, or report evaluating the impact. The report would contain recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource and the Project Applicant would comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report. Project development may resume once copies of the archaeological survey, study, or report are submitted to the South Central Coastal Information Center (SCCIC). The archaeologist's survey, study, or report would be submitted prior to the issuance of any building permit, the 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 applicant to this condition shall be recorded prior to issuance of a grading permit. If an archaeologist is needed the Applicant would contact the South Central Coastal Information Center (SCCIC) located at California State University (CSU) Fullerton, or a member of the Society of Professional Archaeologists (SOPA), or a SOPA-qualified archaeologist. Copies of the archaeological survey, study, or report would be submitted to the SCCIC Department of Anthropology.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with the Proposed Project were to disturb paleontological resources or geologic features that presently exist within the Project Site. As previously mentioned, construction activity disturbed the Project Site from 2005 to 2009, and the traction power station was constructed in 2009. No previously recorded fossil site or other

paleontological resources have been documented in the vicinity of the Project.[16] However, there is a possibility that paleontological resources exist at subsurface levels and may be uncovered during excavation of the proposed basement levels and foundation elements.

As a precautionary measure, the Department of City Planning recommends that if any archaeological materials are encountered during the course of Project development, all further development activity would halt and the services of a paleontologist would be secured. The paleontologist would assess the discovered material(s) and prepare a survey, study, or report evaluating the impact. The report would contain recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource and the Project Applicant would comply with the recommendations of the evaluating paleontologist as contained in the survey, study, or report. Project development may resume once copies of the report are submitted to the Los Angeles County Natural History Museum.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a Project-related, significant adverse effect could occur if grading or excavation activities associated with the Proposed Project would disturb previously interred human remains. As detailed in a list of archaeological resources within the Project area, no known human burials have been identified on or in the vicinity of the Project Site.[17] However, it is possible that unknown human remains could occur on the Project Site, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur.

In the event that human remains are discovered during excavation activities, the following procedure would be observed; excavations would immediately stop and the County Coroner would be contacted. The Coroner has 2 working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission. The Native American Heritage Commission would immediately notify the person it believes to be the most likely descendent of the deceased Native American. The most likely

16 City of Los Angeles Metro, Los Angeles Eastside Corridor Final SEIS/EIR (2010). 4.15-10.
17 City of Los Angeles Metro, Los Angeles Eastside Corridor Final SEIS/EIR (2010). Table 4.15-2.

descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the descendent does not make recommendations within 48 hours the owner would reinter the remains in an area of the property secure from further disturbance, or; if the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

Less than Significant Impact. Implementation of the Proposed Project, in combination with the other four related projects in the Project Site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to cultural resources tend to be site specific and are assessed on a site-by-site basis. Since there are no buildings slated for demolition at the Project Site, there are no structures to evaluate for eligibility to the National Register of Historic Places or the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Landmark or Historic-Cultural Monument. The analysis concluded that the Proposed Project would have no significant impacts with respect to cultural resources following appropriate mitigation. It is expected that related projects would also incorporate mitigation measures recommended by the City of Los Angeles, should they encounter cultural resources. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.6 GEOLOGY AND SOILS

Impact Analysis

a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the Project Site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The Project Site is not located within a seismic hazard zone for liquefaction, landsliding, or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act.[18]

The Project Site is located within the Los Angeles Basin and Peninsular Ranges Geomorphic Province. The Peninsular Ranges are characterized by northwest-trending blocks of mountain ridges and sediment-floored valleys. The dominant geologic structure features are northwest-trending fault zones that either die out to the northwest or terminate at east–west trending reverse faults that form the southern margin of the Transverse Ranges.

The Project Site is near the Elysian Park Thrust, which is located approximately 1.53 miles from the Project Site.[19] This thrust fault is a concealed, deep thrust fault that, in part, expresses itself at the surface as the Elysian Park Hills and the Repetto Hills and results in active folding along the trace of the Coyote Pass Escarpment. The seismic risks of this buried fault in terms of recurrence and maximum potential magnitude is not well established, and potential for surface rupture on the surface-verging splays at magnitudes higher than 6.0 cannot be precluded. Significant faults near the Project Site include the Whittier Fault, Coyote Pass Fault, and MacArthur Park Fault.[20]

However, the Project Site is not located within an Alquist-Priolo (AP) Earthquake Zone. The potential risk for surface ground rupture at the subject site is considered low.

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

19 ZIMAS (2014).

20 City of Los Angeles Metro, *Los Angeles Eastside Corridor Final SEIS/EIR* (2010).

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

ii. Strong seismic ground shaking?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground-shaking hazards that are greater than the average risk associated with other locations in Southern California. The Project Site is located within a seismically active region, as is all of Southern California. The intensity of ground shaking depends primarily upon the earthquake magnitude, the distance from the source, and the site-response characteristics. As previously discussed, the Project Site is not located within a seismic hazard zone for liquefaction, landsliding, or faulting. As previously mentioned, the Project Site is located approximately 1.53 miles from the Elysian Fold and Thrust Belt. This major buried thrust does not present a surface rupture hazard.[21]

Seismically induced settlement is often caused when loose- to medium-density granular soils are compacted during ground shaking. Alluvial materials in this area are generally dense, firm, moist, and predominantly fine grained. Some seismically induced settlement of the proposed structure should be expected as a result of strong ground shaking. However, due to the relatively dense and uniform nature of the underlying alluvial soils, which ranges from coarse sand to clay,[22] excessive differential settlements are not expected to occur. The Proposed Project is designed to the provisions of the most current California Building Code (CBC) and is intended to minimize the potential effects of ground shaking and would conform to the Los Angeles Building Code seismic standards as approved by the Department of Building and Safety.

Impacts would less than significant.

Mitigation Measures: No mitigation measures are required.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project site is located within a liquefaction zone. Liquefaction is the loss

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21 City of Los Angeles Metro, *Los Angeles Eastside Corridor Final SEIS/EIR* (2010). 4.9-1.

22 City of Los Angeles Metro, *Los Angeles Eastside Corridor Final SEIS/EIR* (2010). 4.11-2.

of soil strength or stiffness due to buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low-density), saturated, fine- to medium-grained, cohesionless soils. The State of California's "Seismic Hazards Zone Maps, Los Angeles Quadrangle" indicates that the majority of the subject site is not located within an area designed as "Liquefiable."[23]

Groundwater levels east of Lorena Street have been historically greater than 50 feet beneath the existing ground surface (bgs). Groundwater levels measured at E. 1st Street and N. Lorena Street indicate that groundwater levels are expected to range from 62.5 to 82 feet bgs. Potentially perched groundwater conditions may be locally present.[24]

Following the *Recommended Procedures for Implementation of California Division of Mines and Geology (CDMG) Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California,*[25] liquefaction analysis is based on groundwater depth records, soil type, and distance to a fault capable of producing a substantial earthquake. Based on the previously mentioned information, the soils underlying the site would not be prone to liquefaction.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

iv. Landslides?

No Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. Due to the lack of slopes on the site and surrounding areas, the probability of seismically induced landslides is expected to be minimal. Also,

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23 Department of Conservation, Division of Mines and Geology, *Seismic Hazard Zone Report for the Los Angeles Quadrangle, Los Angeles, California*, Seismic Hazard Zone Report (1999) http://gmw.consrv.ca.gov/shmp/download/quad/LOS_ANGELES/maps/ozn_la.pdf.

24 City of Los Angeles Metro, Los Angeles Eastside Corridor Final SEIS/EIR (2010).

25 Martin and Lew, *Recommended Procedures* (2002).

based on the State of California's "Seismic Hazard Zone Maps, Los Angeles Quadrangle,"[26] the Project Site is not in a designated earthquake-induced landslide hazard zone.

Impacts would not occur.

Mitigation Measures: No mitigation measures are required.

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

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

Site preparation and construction activities have the potential to result soil erosion; however, stringent erosion controls imposed by the City of Los Angeles would reduce erosion through grading and building permit regulations. Minor amounts of erosion and siltation could occur during grading. Excavation of the proposed basement is anticipated to remove the existing fill materials and expose the underlying native soils. Any existing fill soils not removed during the basement excavation or present at the proposed subgrade shall be removed and compacted for slab support, thus decreasing the potential for soil erosion.

Nevertheless, grading activities would require grading permits from the Los Angeles Department of Building and Safety (LADBS), which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills.

The grading plan would conform to the City's Landform Grading Manual Guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. Chapter IX, Division 70 of the LAMC addresses grading, excavations, and fills. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes, but is not limited

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26 Department of Conservation, Division of Mines and Geology, *Seismic Hazard Zone Report for the Los Angeles Quadrangle, Los Angeles, California*, Seismic Hazard Zone Report (1999) http://gmw.consrv.ca.gov/shmp/download/quad/LOS_ANGELES/maps/ozn_la.pdf.

to, the following measures: A deputy grading inspector would be on site during grading operations, at the owner's expense, to verify compliance with these conditions. The deputy inspector would report weekly to LADBS; however, they would immediately notify LADBS if any conditions are violated. "Silt fencing" supported by hay bales and/or sand bags would be installed based on the final evaluation and approval of the deputy inspector to minimize water and/or soil from going through any chain-link fencing potentially resulting in silt washing off site and creating mud accumulation impacts. "Orange fencing" would not be permitted as a protective barrier from the secondary impacts normally associated with grading activities. Movement and removal of approved fencing would not occur without prior approval by LADBS.

Impacts would less than significant.

Mitigation Measures: No mitigation measures are required.

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

Some seismically induced settlement should be expected as a result of strong ground shaking. However, the relatively dense and uniform nature of the underlying alluvial soils would not cause excessive differential settlements. Also, construction of the Proposed Project would comply with the City of Los Angeles Uniform Building Code (Building Code) to minimize the potential effects of ground shaking, as stated above, would be in place.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

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

The on-site geologic materials are in the low-expansion range. Fill materials underlying the Project Site vary from coarse sand and gravel to silty clay and gravel of clay. Groundwater was encountered during exploration at a depth of between 62.5 and 82 feet bgs.[27] Based on the State of California's "Seismic Hazards Zone Maps, Los Angles Quadrangle," the Project Site is not located in an area subject to liquefaction. This determination is based on groundwater depth records, soil type, and distance to a fault capable of producing a substantial earthquake. Construction of the Proposed Project would be required to comply with the City of Los Angeles Uniform Building Code, which includes building foundation requirements appropriate to site-specific conditions.

Impacts would less than significant.

Mitigation Measures: No mitigation measures are required.

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

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

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27 City of Los Angeles Metro, Los Angeles Eastside Corridor Final SEIS/EIR (2010).

Impacts would not occur.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

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

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.7 GREENHOUSE GAS EMISSIONS

Impact Analysis

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

Less than Significant Impact. A significant impact would occur if the project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The City of Los Angeles has not adopted specific Citywide significance thresholds for greenhouse gas (GHG) impacts. GHG emissions refer to a group of emissions that have the potential to trap heat in the atmosphere and consequently affect global climate conditions. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased emission of GHGs and long-term global temperature.

The principal GHGs are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), sulfur hexafluoride (SF6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H2O). CO2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO2 equivalents (CO2e).

In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB 32, into law. AB 32 focuses on reducing GHG emissions in California, and requires the CARB, the State agency charged with regulating Statewide air quality, to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to Statewide levels in 1990 by 2020.

As a central requirement of AB 32, the CARB was assigned the task of developing a Scoping Plan that outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan, which was developed by CARB in coordination with the Cap-and-Trade program, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce the State's dependence on oil, diversify the State's energy sources, save energy, create new jobs, and enhance public health. As required by AB 32, CARB must update its Scoping Plan every 5 years to ensure that California remains on the path toward a low carbon future.

CARB updated the Scoping Plan in May 2014 through a Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED or 2014 Scoping Plan). CARB's updated projected "business as usual" (BAU) emissions in the 2014 Scoping Plan are based on current economic forecasts (i.e., as

influenced by the economic downturn) and certain GHG reduction measures already in place. The BAU projection for 2020 GHG emissions in California was originally estimated to be 596 metric tons CO2 equivalent (MMTCO2e). The updated calculation of the 2014 Scoping Plan's estimates for projected emissions in 2020 totals 509 MMTCO2e. Considering the updated BAU estimate of 509 MMTCO2e by 2020, CARB estimates that the State would have to reduce GHG emissions by 21.6 percent from BAU without Pavley regulations which reduce GHG emissions in new passenger vehicles and the 33 percent renewable portfolio standard (RBS); or 15.7 percent from the adjusted baseline (i.e., with Pavley regulations and 33 percent RBS) in order to return to 1990 emission levels (i.e., 427 MMTCO2e) by 2020, instead of the 28.35 percent BAU reduction previously reported under the Scoping Plan.[28]

The Sustainable Communities and Climate Protection Act of 2008 (SB 375) supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities.

There are no federal, State, or local adopted thresholds of significance for addressing a residential project's GHG emissions. Nonetheless, Section 15064.4 of the *CEQA Guidelines* Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a residential project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the *CEQA Guidelines*. As required in Section 15604.4 of the *CEQA Guidelines*, this analysis includes an impact determination based on the following: (1) an estimate of the amount of greenhouse gas emissions resulting from the Project; (2) a qualitative analysis or performance-based standards; (3) a quantification of the extent to which the Project increases greenhouse gas emissions as compared to the existing environmental setting; and (4) the extent to which the Project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

In addition, as a central component of the CEQA Guidelines, there is substantial evidence to support that compliance with the LA Green Building Code is qualitatively consistent with Statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan and 2014 Updated Scoping Plan. Among the many GHG reduction measures outlined later in this section, the LA Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards updated by the California Energy

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28 *Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED)*, Attachment D, page 11, CARB, May 2014.

Commission in 2013, and meet 50 percent construction waste recycling levels. The Scoping Plan and 2014 Scoping Plan encourages communities to adopt building codes that go beyond the State code. Accordingly, a new development Project that can demonstrate it complies with the LA Green Building Code is considered consistent with Statewide GHG-reduction goals and policies, including AB 32, and does not make a cumulatively considerable contribution to global warming.

To reduce GHG emissions from energy usage, the City's Department of Environmental Protection, EnvironmentLA, proposes the following goals: increase the amount of renewable energy provided by the Los Angeles Department of Water and Power (LADWP) to decrease dependence on fossil fuels; present a comprehensive set of green building policies to guide and support private sector development; reduce energy consumed by City facilities and utilize solar heating where applicable; and help citizen to use less energy. Based on the 2012 US Department of Energy Annual Survey, the City's emission reduction programs reduced almost 97,000 tons of greenhouse gas emissions.[29]

Construction

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from on-site construction activities and off-site hauling and construction worker commuting are considered as project-generated. As explained by the California Air Pollution Control Officer's Association (CAPCOA) in its 2008 white paper,[30] the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts.[31] Therefore, the construction analysis does not consider such GHG emissions.

All GHG emissions are reported on an annual basis. Emissions of GHGs were calculated using CalEEMod for each year of construction of the Proposed Project, and the results of this analysis are presented in **Table 4.7-1, Proposed Project Construction-Related Greenhouse Gas Emissions**. As shown in **Table 4.7-1**, the greatest annual increase in GHG emissions from construction activities would be 245.40 metric tons in 2015.

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29 City of Los Angeles, EnvironmentLA, Department Homepage, http://environmentla.org/index2.htm (2014).

30 CAPOCA, "CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act," 2008, http://www.energy.ca.gov/2008publications/CAPCOA-1000-2008-010/CAPCOA-1000-2008-010.PDF.

31 *CEQA Guidelines,* "Speculation," Section 15145.

Table 4.7-1
Proposed Project Construction-Related Greenhouse Gas Emissions

Year	CO2e Emissions (Metric Tons per Year)[a]
2015	245.40
2016	35.47
Total Construction GHG Emissions[b]	**280.87**

Source: CALEEMOD (2014).

[a] Construction CO2 values were derived using CalEEMod Version 2013.2.2. Calculation data and results are provided in **Appendix A** of this Initial Study.

b N2O emissions account for 0.04 MTCO2e

Construction assumptions based on information found in **Section 3.0, Project Description.**

Operation

The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment, hearth combustion, and generation of solid waste and wastewater, were calculated assuming code compliance with the LA Green Building Code. Emissions of operational GHGs are shown in **Table 4.7-2, Proposed Project Operational Greenhouse Gas Emissions.** The Project is required to comply with the L.A. Green Building Code. As shown, the net increase in GHG emissions generated by the Proposed Project with the GHG Reduction measures required by the LA Green Building Code would be 963.33 MTCO2e per year. The net increase in GHG emissions generated by the Proposed Project without GHG Reduction Measures would be 1,128.48 MTCO2e. This represents an approximately 14.8 percent reduction in GHG emissions as a result of the implementation of the L.A. Green Building Code and proximity to transit.

Table 4.7-2
Proposed Project Operational Greenhouse Gas Emissions

Emissions Source	Project without GHG Reduction Measures (MTCO2e/year)	Project with GHG Reduction Measures (MTCO2e/year)	Percent Reduction
Construction (amortized)	9.36	9.36	0.00
Operational (mobile) sources*	886.98	740.11	16.56
Area sources	0.85	0.85	0.00
Energy	201.90	192.96	4.43
Waste	21.28	10.64	50.00
Water	12.12	9.41	22.36
Annual Total	**1,128.48**	**963.33**	**14.76**

Source: CalEEMod (2014). Emissions calculations are provided in **Appendix A, Air Quality Modeling.**

* *N2O emissions account for 0.04 MTCO2e per year.*

As shown in **Table 4.7-2,** the Proposed Project's reduction in GHG emissions is consistent with Statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. The Proposed Project's proximity to transit (located less than 0.25 miles from the Indiana Metro Gold Line Station, as well as near the 30, 68, 330, 620, and 665 bus lines) and design features would serve to reduce the Project's GHG emissions by up to 14.76 percent. Based on these factors, the Proposed Project would be consistent with the intent of both AB 32 and SB 375, as previously discussed, with respect to reducing mobile source emissions associated with the Project's trip generation. Additionally, the utilization of low- and non-VOC-containing paints, sealants, adhesives, and solvents would be implemented in the construction of the project to further reduce the Proposed Project's greenhouse gas emissions.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. The goal of Assembly Bill 32 is to reduce Statewide GHG emissions to 1990 levels by 2020. In 2014, the CARB updated the Scoping Plan, which details strategies to meet that goal. In addition, Executive Order S-3-05 aims to reduce Statewide GHG emissions to 80 percent below 1990 levels by 2050. As previously mentioned, to reduce GHG emissions from energy usage, the City's Department of Environmental Protection, EnvironmentLA, proposes the following goals as drafted in their GreenLA and ClimateLA plans: increase the amount of renewable energy provided by the LADWP to decrease dependence on fossil fuels; present a comprehensive set of green building policies to guide and support private sector development; reduce energy consumed by City facilities and utilize solar heating where applicable; and help citizens to use less energy. As described previously, through required implementation of the CCR Title 24 Part 6; and the LA Green Building Code, the Proposed Project would be consistent with all previously mentioned local and Statewide goals and policies aimed at reducing the generation of GHGs. The Proposed Project's generation of GHG emissions would not make cumulatively considerable contribution to conflicting with an applicable plan, policy, or regulation for the purposes of reducing the emissions of greenhouse gases.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Discussion

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

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact with Mitigation. A Phase I Environmental Site Assessment Report, including a site inspection, review of historical sources, and an assessment of asbestos-containing materials, lead-based paint, mold, and methane gas was completed by Anderson Environmental on August 29, 2014 (see **Appendix C, Phase I ESA**).

The Project Site was occupied by the Boyle Height Lumber Company/Earl Taylor Lumber from at least 1908 through 1995. During this time, the onsite configuration of buildings changed in the 1920s and again in the 1960s. Onsite improvements consisted of offices, lumber storage sheds, and a saw mill. A residential dwelling existed on the south portion of the parcel in 1946 but it had been demolished by 1948.

In 1951, the south portion of the parcel was improved with a restaurant structure and associated parking lot. Sometime between 1995 and 2005, the existing lumber yard and restaurant were demolished. By 2005, the parcel was utilized as a temporary storage yard by the Metropolitan Transportation Authority (MTA) during construction of the nearby Metro Gold Line. By 2010, the north portion of the parcel had been improved with the MTA substation and the remainder of the parcel (the subject property) consisted of paved vacant land.

The Project Site is not listed on any of the environmental regulatory databases researched, and none of the other sites listed on the regulatory database report pose a significant threat to the subject property as there is no indication of a release at the respective sites, or the sites are located cross or down gradient of the subject property and in excess of 1/10 mile from the subject property.

MTA has been issued permits to operate a diesel-fueled internal combustion engine as part of an emergency electrical generator. The permit to operate was first granted in 2010, and the permit is active. All electrical equipment operated by MTA, including the generator, is located on the north portion of the Parcel 5179-019-900, which would remain untouched by the proposed Project. The generator is not expected to represent a significant environmental concern to the proposed Project.

As there are no onsite structures, the potential for asbestos containing materials and lead based paint at the Project Site are considered low. Additionally, radon potential at the Project Site is considered low. There are no visible or olfactory indications of the presence of mold, nor are there obvious indications of significant water damage.

A former oil well is located onsite, approximately 154 feet north from the centerline of E. 1st Street and 162 feet east from the centerline of N. Lorena Street. The former well was owned by Boyle Royalties Co. The drilling of the well commenced on March 21, 1949, and was completed on April 8, 1949. Log and core records indicate oil sand was penetrated at 4,587 feet bgs, the maximum depth of the well. Boyle Royalties Co. submitted a proposal to abandon the well on April 15, 1949, as there were no oil or gas showings of commercial importance encountered in the well. The well was subsequently plugged using cement. Boyle Royalties Co. issued an abandonment report on June 7, 1949. The former oil well represents an environmental concern to the subject property due to the common practice during drill activities to deposit soil cuttings from the well into nearby pits or excavations. The cuttings commonly contained elevated levels of crude oil, petroleum hydrocarbons and metals, and there is a potential that these hazardous materials are present in the property subsurface. As such, the former oil well and potential subsurface contamination due to former onsite drilling activities is considered a recognized environmental condition. It is very unlikely that any significant soil segregation and excavation would be required as part of site grading and construction of the underground garage. Prior to grading activities, soil testing would occur to confirm that no significant contamination exists. If soil contamination is discovered during site grading, all impacted soils should be managed according to State and federal laws.

Additionally, it is likely that the abandonment of the oil-well in 1949 does not meet current abandonment standards. The California Department of Conservation, Division of Oil Gas, and Geothermal Resources (DOGGR) should be contacted to determine if the well abandonment meets

current standards or if any re-abandonment procedures would be necessary prior to development on site. Implementation of mitigation measure **VIII-160** would be required to reduce impacts relating to soil contamination to less than significant.

Methane Gas

According to the City of Los Angeles "Methane and Methane Buffer Zones" map,[32] the Project Site is located within a methane buffer zone. Environmental impacts may result from Project implementation due to its location in an area of potential methane gas zone. Due to potential risks associated with construction in Methane Zones, prior to construction, a methane assessment for the Project site would occur and applicable methane mitigation systems would be during project buildout.

Mitigation Measures: The following mitigation measures are proposed to reduce impacts relating to hazardous materials, to the fullest extent possible.

VII-160 Hazardous Materials

- Pursuant to the Los Angeles Building Code, the Applicant will engage in the Construction Site Plan Review (CSPR) process with the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR). The CSPR process includes, but is not limited to locating excavating, and conducting a methane leak test on the well, providing DOGGR with a site plan indicating the footprint of the proposed structure and well location, and provide DOGGR with a well evaluation and work plan to re-abandon the well, as necessary.

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if (a) the project involved a risk of accidental explosion or release of hazardous substances (including but not limited to oil, pesticides, chemicals, or radiation); or (b) the project involved the creation of any health hazard or potential health hazard. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the regulatory framework for

32 Methane and Methane Buffer Zones, City of Los Angeles, Department of Public Works, 2004, map, http://methanetesting.org/PDF/LA_MethaneZones.pdf.

the health hazard; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance; (c) the degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance; (d) the probable frequency and severity of consequences to people from exposure to the health hazard; and (e) the degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

The closest school to the Project Site is the Ramona High School, located at 231 S. Alma Avenue, approximately 0.3 miles southeast of the Project Site. The Proposed Project would not create a significant hazard through hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. As noted earlier, a Phase I ESA was conducted for the Project Site by Andersen Environmental in August 2014. The Phase I ESA was conducted in general accordance with ASTM Standard Practice E 1527-05 and the United States Environmental Protection Agency (USEPA) All Appropriate Inquiry (AAI) Rule. A summary of the environmental concerns are as follows:

No relevant information was discovered regarding the presence of underground storage tanks (USTs) or monitoring wells on the Project Site. There would be no impact.

Methane Zone

As stated before, the Project Site is located within a methane buffer zone according to the City of Los Angeles "Methane and Methane Buffer Zones" map.[33] Additionally, an oil well was advanced on the Project Site to a depth of 4,587 feet bgs circa 1949. The well was plugged using cement and abandoned. However, oil wells, even when properly abandoned, can act as preferential pathways for subsurface gases to reach the surface. Due to the potential environmental risk associated with construction in

33 City of Los Angeles, Methane Zone map, http://methanetesting.org/PDF/LA_MethaneZones.pdf.

methane and methane buffer zones, and the presence of an abandoned oil well on the subject property, a methane assessment would be conducted prior to any redevelopment activities. Based on the results of the survey (i.e. methane concentrations detected), a methane barrier will be required to mitigate the accumulation of methane beneath the slab and from entering the structure.

Impacts would less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The closest public airports to the Project Site are the Burbank Airport and the Los Angeles International Airport (LAX). However, neither airport is located within 2 miles of the Project Site. Additionally, the Project Site is not in an airport hazard area.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Proposed Project is not within the vicinity of a private airstrip and not within an area that would expose residents and workers to a safety hazard.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if the project involved possible interference with an emergency response plan or emergency evacuation plan. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-

by-case basis considering the degree to which the project may require a new (or interfere with an existing) emergency response or evacuation plan, and the severity of the consequences.

The Proposed Project is not located on or near an adopted emergency response or evacuation plan.[34] Construction of the Project may require temporary and/or partial street closures due to construction activities. While such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns and/or impede public access or travel on public rights-of-way. Development of the Proposed Project may temporarily affect access on N. Lorena Street and E. 1st Street during construction. Environmental impacts may result from project construction because of limited access to emergency response equipment. However, prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

Impacts would be less than significant.

Mitigation Measures: Mitigation measures are not required.

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

No Impact. The Project Site is located in a highly urbanized area of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).[35]

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

35 City of Los Angeles Department of Planning, *Zone Information and Map Access System*, website: http://zimas.lacity.org/, accessed May 2014.

Cumulative Impacts

Less than Significant Impact. Development of the Proposed Project in combination with the four related projects has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials in the City of Los Angeles. However, the potential impacts associated with the Proposed Project would be less than significant with mitigation incorporated, and are not cumulatively considerable. As shown on **Figure 3.0-3,** none of the related projects are near enough to the Project to create a cumulatively considerable impact. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of those properties. Further, local municipalities are required to follow local, State, and federal laws regarding hazardous materials, which would further reduce impacts associated with related projects. Therefore, when in compliance with local, State and federal laws pertaining to hazardous materials, the Proposed Project in conjunction with related projects would be expected to result in less than significant cumulative impacts with respect to hazardous materials.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.9 HYDROLOGY AND WATER QUALITY

Discussion

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

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

Construction Impacts

Three general sources of potential short-term, construction-related stormwater pollution associated with the Proposed Project exist: (1) the handling, storage, and disposal of construction materials containing pollutants; (2) the maintenance and operation of construction equipment; and (3) earth-moving activities that when not controlled may generate soil erosion via storm runoff or mechanical equipment. Under the NPDES, since the Project Site is greater than one acre in size, the Project Applicant is responsible for preparing a Stormwater Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system.

Surface water runoff from the Project Site would be collected on the site and directed toward existing storm drains with adequate capacity in the Project vicinity. Pursuant to local practice and City policy, stormwater retention will be required as part of the Low Impact Development (LID) and SUSMP implementation features. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits.

Additionally, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance. The Proposed Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first ¾ inch of rainfall in a 24-hour period, which would reduce the Proposed Project's impact to the stormwater infrastructure. The Proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Operational Impacts

The northern third of the Project Site consists of a traction power station for the Metro Gold Line, which generates minimal surface water runoff. The southern two-thirds of the Project Site currently consist of graded earth on a vacant lot, and does not generate surface water runoff. Surface water runoff from the Proposed Project would be directed to adjacent storm drains and would not percolate into the groundwater table beneath the site. Potential impacts to surface water runoff would be mitigated to a level of insignificance by incorporating stormwater pollution control measures. The Proposed Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first ¾ inch of rainfall in a 24-hour period. When in compliance with the LID Ordinance, the Proposed Project would reduce the amount of surface water runoff. City of Los Angeles Ordinances No. 172,176 and No. 173,494 specify Stormwater and Urban Runoff Pollution Control that requires the application of Best Management Practices (BMPs). The Proposed Project would also comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles LARWQCB. Full compliance with the LID Ordinance and implementation of design-related BMPs would ensure that the operation of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity.

As mentioned before, the northern third of the Project Site consists of a traction power station for the Metro Gold Line, which generates minimal surface water runoff. The southern two-thirds of the Project Site currently consist of graded earth on a vacant lot, and do not generate surface water runoff. Surface water runoff from the Proposed Project Site would be directed to adjacent storm drains and would not percolate into the groundwater table beneath the Project Site. Groundwater levels measured at E. 1st Street and N. Lorena Street indicate that groundwater levels are expected to range from 62.5 to 82 feet bgs.[36] Potentially perched groundwater conditions may be locally present. Review of the *Seismic Hazard Zone Report for the Los Angeles Quadrangle* indicates that the historical high groundwater level is greater than 50 feet bgs at Lorena Street.[37] The Proposed Project would excavate soils beneath the site to a depth of approximately 25 feet below grade and therefore would not impact the groundwater table.

Impacts would not occur.

Mitigation Measures: No mitigation measures are required.

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36 City of Los Angeles Metro, Los Angeles Eastside Corridor Final SEIS/EIR (2010). 4.9-2.

37 Department of Conservation, Division of Mines and Geology, *Seismic Hazard Zone Report for the Los Angeles Quadrangle, Los Angeles, California,* Seismic Hazard Zone Report (1999) http://gmw.consrv.ca.gov/shmp/download/quad/LOS_ANGELES/maps/ozn_la.pdf.

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project Site is located in a highly urbanized area of Los Angeles, and no streams or river courses are located on or within the Project vicinity. Implementation of the Proposed Project would not increase site runoff or result any changes in the local drainage patterns. Implementation of the SWPPP, however, would reduce the amount of surface water runoff after storm events because the Proposed Project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. Existing drainage conditions would be maintained. The Proposed Project would not result in a significant increase in site runoff or cause any changes in the local drainage patterns that would result in flooding on or off site.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

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

An existing stormwater drain is located adjacent to the Project Site along N. Lorena Street. This drain connects to an enclosed below-ground drain running along the alleyway adjacent to the east side of the Project Site. Drainage channels flow from the Project Site south across E. 1st Street, as well as to the west across N. Lorena Street.[38] Storm drain facilities are owned and maintained by the City of Los Angeles. The Proposed Project would not exceed the capacity of existing drainage systems. Runoff from the Project Site currently would be collected on the site and directed towards existing storm drains in the Project vicinity that have adequate capacity. Pursuant to local practice and City policy, stormwater retention would be required as part of the LID/SUSMP implementation features. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance requirements. Accordingly, the Proposed Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first ¾ inch of rainfall in a 24-hour period. The Proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Impacts would be less than significant.

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

Mitigation Measures: No mitigation measures are required.

f. Would the project otherwise substantially degrade water quality?

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

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

g. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. A significant impact would occur if the Proposed Project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood that results from a severe rainstorm with a probability of occurring approximately once every 100 years. According to the *Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map* for the Project area, the Project Site is not located within a designated flood zone.[39] The Proposed Project would not place housing within a 100-year flood hazard area.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. A significant impact may occur if the Project Site was located within a 100-year flood zone, which would impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area. The Project Site is located in a highly urbanized area, and no changes to the local

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

drainage pattern would occur with implementation of the Proposed Project; therefore, the Proposed Project would not have the potential to impede or redirect floodwater flows.

No impact would occur.

Mitigation Measures: No mitigation measures are required.

i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. A significant impact may occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam. Based on the map of Inundation and Tsunami hazards in the City of Los Angeles, the Project Site is not located within a potential inundation area. Based on the distance of large bodies of water, including dams, from the Project Site, the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. A significant impact would occur if the Project Site is sufficiently close to the ocean or other water body to potentially be at risk of the effects of seismically induced tidal phenomena (i.e., seiche and tsunami), or if the Project Site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. The Proposed Project Site is not located in a potential seiche or tsunami zone. With respect to the potential impact from a mudflow, the Project Site is relatively flat and is surrounded by urban development; the Project Site is located greater than one mile from the Santa Monica Mountains, which are the closest hills to the Project Site. Therefore, there are no sources of mudflow within the vicinity of the Project Site.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

Less than Significant Impact. Development of the Proposed Project in combination with the four related projects would result in the further infilling of uses in an already dense urbanized area. As discussed above, the Project Site and the surrounding areas are served by the existing City storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets and flows to the nearest drainage improvement areas. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Project Site and related project sites because this part of the City is already generally developed with impervious surfaces. In addition, none of the four identified related projects are near enough to the Project Site to create a cumulatively considerable impact. Under the requirements of the LID Ordinance, each related project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period. Mandatory structural BMPs in accordance with the NPDES water quality program would therefore result in a cumulative reduction to surface water runoff because the development in the surrounding area would be limited to infill developments and redevelopment of existing urbanized areas. The Proposed Project would not make a cumulative contribution to the volume or quality of surface water runoff, and cumulative impacts to the existing or planned stormwater drainage systems would be less than significant.
Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.10 LAND USE AND PLANNING

Impact Analysis

a. Would the project physically divide an established community?

No Impact. A significant impact may occur if the Proposed Project is sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided, or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Proposed Project.

The Project Site is located within an urbanized area of East Los Angeles and is consistent with the existing physical arrangement of the properties within the vicinity of the site. No separation of uses or disruption of access between land use types would occur as a result of the Proposed Project. Implementation of the Proposed Project would not disrupt or divide the physical arrangement of the established community.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate.

The Project Site is located within the jurisdiction of the City of Los Angeles, and is therefore subject to the designations and regulations of several local and regional land use and zoning plans. At the regional level, the Project Site is located within SCAG's planning area. The Proposed Project is also located within the South Coast Air Basin and, therefore, is within the jurisdiction of the SCAQMD. At the local level, development of the Project Site is guided by the *General Plan* of the City of Los Angeles, the LAMC, and

the Boyle Heights Community Plan, which are intended to guide local land use decisions and development patterns.

Regional Plans

SCAQMD Air Quality Management Plan. As noted in **Section 5.3, Air Quality**, the Proposed Project would not exceed the daily emissions thresholds during the construction or operational phases. Furthermore, the Proposed Project would be consistent with the AQMP.

SCAG Regional Comprehensive Plan. The Project Site is located within the six-county region that composes the SCAG planning area. The SCAG Regional Comprehensive Plan (RCP) includes growth management policies that strive to improve the standard of living, maintain the regional quality of life, and provide social, political, and cultural equity. The Proposed Project would be consistent with policies set forth in the RCP because it would redevelop an underutilized surface lot into a high-density multifamily residential development with project-serving retail uses, thereby maximizing a property that is easily accessible to mass transit and least likely to cause an adverse environmental impact. The Proposed Project would add approximately 49 residential units in the Boyle Heights community, generating up to 198 new residents. This population and housing growth would be consistent with current SCAG RCP growth projections for the City of Los Angeles.

Local Plans

City of Los Angeles General Plan

The Proposed Project would conform to the applicable objectives outlined in the City of Los Angeles General Plan (General Plan).[40] The General Plan is a comprehensive, long-range declaration of purposes, policies, and programs for the development of the City. The General Plan is a dynamic document consisting of 11 elements: 10 citywide elements (Air Quality Element, Conservation Element, Historic Preservation and Cultural Resources Element, Housing Element, Infrastructure Systems Element, Noise Element, Open Space Element, Public Facilities and Services Element, Safety Element, and Transportation Element) and the Land Use Element, which provides individual plans for each of the City's 35 Community Planning Areas.

The elements that would be most applicable to the Proposed Project are the Air Quality Element, Land Use Element, Housing Element, Conservation Element, Open Space Element, and Transportation Element. Analysis of these elements follows.

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40 City of Los Angeles General Plan.

Air Quality Element

The Proposed Project would comply with SB 375 and AB 32 by contributing to a reduction in greenhouse gas (GHG) emissions through integrated land use, housing, and transportation planning. The key component of GHG emissions is the reduction of emissions from passenger vehicles, which represents about one-third of overall GHG emissions in the United States. Land use is among the top strategies to reduce such emissions. Compact development, which includes a mix of land uses, access and proximity to transit, and concentrations of population and/or employment as a result of high-density residential and/or commercial development, can reduce congestion, lower infrastructure costs, and reduce household expenses related to transportation and energy, according to a 2010 report published by the Urban Land Institute.[41] The key to successful compact development is a land use pattern that has a high-quality pedestrian network and a variety of land uses within walking distance of one another.[42]

The Proposed Project's location would be located 0.25 miles northwest of an existing Metro station and close to numerous bus lines and mixed land uses (including housing, employment, and public space). In addition, existing uses within walking distance include schools, restaurants, and other commercial and office buildings. As previously discussed, emissions resulting from construction and operational uses would not exceed SCAQMD thresholds. Additionally, an air filtration system would be installed and maintained and would to further reduce any impacts to air quality. Air filtration filters would meet or exceed the ASHRAE Standard 52.2 and Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety. Impacts would be less than significant. As such, the Proposed Project would conform to the Air Quality Element.

Land Use Element

The Proposed Project is approximately ¼ mile from an existing Metro station. This is consistent with the City's intent that the highest development intensities are targeted generally within ¼ mile of the transit stations.[43]

The 49 on-site residential units and the retail establishments are the type of development encouraged by the City because they place new transit-oriented development in a commercial and high-density residential area, while preserving the surrounding neighborhoods. The Land Use Element states that a considerable mix of uses should be accommodated to provide population support and enhance activity

41 Urban Land Institute, Land Use and Driving: The Role Compact Development Can Play in Reducing Greenhouse Gas Emissions (Washington, DC: Urban Land Institute, 2010). 4.

42 Urban Land Institute, *Land Use and Driving* (2010). 5.

43 *City of Los Angeles General Plan*, "Land Use Element," Goal 3k, Policy 3.15.3.

near the stations. This may encompass a range of retail, commercial, offices, personal services, entertainment, restaurants, and housing that serve both transit users and local residents.[44]

The Proposed Project would provide jobs and housing for professional workers. The on-site commercial and public space would be designed to attract and increase pedestrian activity by facing the N. Lorena Avenue and E. 1st Street frontages.[45] Interest at the street level would be created by maintaining retail frontage along building edges. Future residents and retail workers would be approximately 0.25 miles or just a few minutes of walking time from the existing Metro station. The convenience of the Proposed Project's location near transit would be an incentive for many people to use public transportation.

The Project Site's proximity to existing bus stops and the Metro Gold Line would reduce the need for automobile trips and miles traveled and increase ridership. The Project's mix of land uses, such as housing, employment, and public space, works to reduce trips. As a result, the Proposed Project would accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.[46] The construction of 49 units of new housing and the addition of retail opportunities in this specific location would significantly increase the livability and economic activity in the Boyle Heights neighborhood. As such, the Proposed Project would conform to the goals and policies of the Land Use Element.

Housing Element

As stated in the Framework Element, the City of Los Angeles has an insufficient number of vacant properties to accommodate the cumulative amount of population growth that has been forecast.[47] The supply of land zoned for residential development is the most constrained in the context of population-growth forecasts. Thus, should growth and new development in the City occur, it will most likely require the recycling and/or intensification of existing developed properties or conversion of certain uses. The Proposed Project is the redevelopment of an underutilized property (empty surface lot) with a mix of land uses.

The Proposed Project would build 49 multifamily residential units close to a multitude of public transit options within a dense urban commercial area with existing single- and multifamily residential structures. It is the type of new housing desired by the City.[48] The nearest residential uses are single-

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44 *City of Los Angeles General Plan*, "Land Use Element," Objective 3.4, Policy 3.4.1.
45 *City of Los Angeles General Plan*, "Land Use Element," Objectives 3.16 and 3.8, Policy 3.15.4.
46 *City of Los Angeles General Plan*, "Land Use Element," Objective 3.1.
47 *City of Los Angeles General Plan*, "Framework Element."
48 *City of Los Angeles General Plan*, "Open Space and Conservation Element," Objective 6.4, Policy 6.4.8.

family homes across E. 1st Street to the southwest, while another community of homes exists on Cheesebroughs Lane adjacent to El Mercado de Los Angeles to the east. In addition, the Project would offer the residents who live in the residences an attractive public space within walking distance and new venues for shopping and socializing. The Housing section of the Framework Element states that the improvement of the jobs and housing relationships in subareas of the City may be accomplished through the reuse of commercially zoned corridors and development at transit stations that afford the opportunity for the development of a mix of uses, including housing, local retail, and creative offices. The Proposed Project represents this vision and unites good planning practices by integrating housing with a mix of land uses and transportation nearby.

According to the City's Housing Element 2013–2021, the City of Los Angeles will need a variety of housing units to accommodate evolving household types and sizes, and a greater variety of housing price points that people at all income levels can afford. The City has continuously gained residents since its founding and is expected to have 4,320,600 residents by 2035.[49] Households without children, especially those headed by householders ages 55 and older, are expected to increase in the next decade. More than half (55.3 percent) of the City's households have only one or two persons, according to the 2010 Census. The City has been pursuing a sustainable strategy for long-term growth that encourages growth in higher-intensity commercial and mixed-use districts, centers, and boulevards, and in proximity to transit. The Proposed Project would assist in providing long-term growth with higher density, and as such, would conform to the Housing Element.

Open Space and Conservation Element

The Proposed Project would provide approximately 7,500 square feet of open space in the form of walkways and a landscaped residential courtyard. This would make a positive contribution to the neighborhood, where there is a current lack of public space in the immediate vicinity.[50] The new public space would enhance the neighborhood's open space resources and aesthetics while providing gathering space for residents, employees, and visitors to socialize.[51]

Transportation Element

The Proposed Project is in close proximity to a variety of public transit opportunities and facilities. The Indiana Metro Gold Line Station is located less than 0.25 miles from the Project Site, and the closest

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49 SCAG, Regional Transportation Plan 2012-2035, Growth Forecast Appendix (April 2012).

50 *City of Los Angeles General Plan*, "Open Space and Conservation Element," Objective 4.2.

51 *City of Los Angeles General Plan*, Open Space and Conservation Element," Objective 4.2.

Metro Bus stop is located at N. Lorena Street and E. 1st Street. Metro lines 30, 68, 254, 330, 605, and 620 all run in the vicinity of the Project area. The development of the Proposed Project with residential and retail uses would promote ground-floor pedestrian activity and circulation, create direct pedestrian connections between the Project and the Metro transit infrastructure, and conform to the Transportation Element's policies and objectives.[52]

Los Angeles Municipal Code

The Proposed Project would not conflict with the goals, objectives, and allowable land uses in the Boyle Heights Community Plan and the LAMC.[53] The southern portion of the Project Site is zoned C2-1 and northern portion is zoned R3-1. As previously described, the C2 Commercial zone permits a variety of residential, retail, and office uses, and the R3 Residential zone permits multiple dwelling uses. The Proposed Project comprises 49 residential units as well as approximately 10,000 square feet of neighborhood-serving retail uses. Therefore, the Proposed Project would conform to the allowable land uses pursuant to the LAMC.

Floor Area

The zoning designation for the Project Site is split between C2-1 and R3-1. Because the Project Site is within two zoning designations, the FAR is calculated separately for each zoning designation. The total site area for the lots zoned C2-1 is 27,201 square feet; buildable area is 22,677 square feet. Allowable floor area for this parcel based on the allowable FAR of 1.5 is 34,016 square feet. The total site area for the lots zoned R3-1 is 27,951 square feet; buildable area is 22,729 square feet. To total proposed FAR would 90,000 square feet and would result in a FAR of 2:1. Therefore, the Project complies with *LAMC* floor area requirements.

Density

Per the City of Los Angeles General Plan, Community Commercial land use areas, which correspond with C2 and R3 zoning designations, are allowed a residential density of between 29 and 109 units/net acre, and a minimum of 400 square feet/unit.[54] As previously mentioned, the City of Los Angeles permits a wide range of housing densities to accommodate various housing types. Total proposed area for the Project is 90,000 square feet. Taking into account the proposed parking, retail, and common areas, the

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52 *City of Los Angeles General Plan,* "Transportation Element," Objective 3.5, Policy 3.12.

53 City of Los Angeles Department of City Planning, "Parcel Profile Reports," Zoning Information and Map Access System (ZIMAS), http://www.zimas.lacity.org.

54 *City of Los Angeles General Plan*, Housing Element, 2-6 (2013).

Project proposes 38,210 square feet of area for residential uses. As mentioned previously, the Project Site would consist of 49 residential units, which falls within the allowable residential density bracket and exceeds the minimum average unit size.[55] Therefore, the Proposed Project would satisfy the density requirements of the City of Los Angeles General Plan.

Open Space

As stated in **Section 3.0, Project Description**, the Proposed Project would be compliant with the open space requirements of the SNAP. The Proposed Project would provide code-required residential open space. Based on the number of units and the mix of unit types, approximately 7,500 square feet of open space is proposed, including a residential courtyard, amenities, and private open space.

The City of Los Angles Landscape Ordinance requires that at least one tree (not including palm trees) be provided in new residential projects for each 500 square feet of landscaped area in the project.[56] The Proposed Project would be required to provide 15 on-site trees.

Parking

As indicated above, parking for the Proposed Project would be in a single-story subterranean garage within the portion of the Project oriented towards E. 1st Street; ground level parking would be provided for the northern portion of the Project. Based on the number of residential units, 49 parking spaces are required. The Project would also require 20 commercial parking spaces and one loading space. The Project Building would provide the required 66 parking spaces and one loading space (67 total spaces). In addition to the vehicle-parking requirement, the Proposed Project would provide 64 long and short term bicycle parking spaces. Vehicle and bicycle parking would satisfy the requirements set forth in the LAMC.

Boyle Heights Community Plan

All on-site development activity is subject to the land use regulations of the Boyle Heights Community Plan (Community Plan). The Community Plan aims to preserve and enhance the positive characteristics of existing residential neighborhoods, while providing a variety of housing opportunities with compatible new housing. The Plan also aims to improve the function, design, and economic vitality of the commercial corridors, planning the remaining commercial and industrial development opportunity sites for needed job-producing uses that improve the economic and physical condition of the Boyle

55 38,210 square feet/49 units = 780 square feet/unit.

56 City of Los Angeles, Landscape Ordinance No. 170,978, Guidelines C—Air Quality Enhancement (1996).

Heights community. Finally, the Plan calls for maximizing the development opportunities of the rail transit system. The Boyle Heights Community Plan designates the Project Site as Community Commercial. The Proposed Project, which would provide a mixed-use residential/retail development in an underutilized area of Hollywood, would conform to the goals, objectives, and land uses identified in the Community Plan.

Adelante Eastside Redevelopment Project

The Proposed Project is located within the Adelante Eastside Redevelopment Project (Redevelopment Project) Area. The Redevelopment Project identifies several objectives, including the preservation of industrial and commercial uses within the community, the promotion of a stable industrial base to provide jobs for the community, and enhancing the existing shopping areas to provide alternative commercial choices for residents. The Project Site is specifically designated for Residential and Commercial uses in the Redevelopment Plan, and the Proposed Project would also be subject to goals designed to guide residential development in commercially zoned areas. The Proposed Project would conform to these planning objectives by creating high-density residential opportunities in an underutilized area of Boyle Heights.

Plan Consistency

As discussed previously, the Proposed Project would not conflict with local and regional plans applicable to the Project Site. The Applicant would request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities including but not limited to the following: demolition, excavation, shoring, grading, foundation, haul route, and building and tenant improvements.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

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

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

Less than Significant Impact. Development of any related project is expected to occur in accordance with adopted plans and regulations. It is also expected that the four related projects would generally be compatible with the zoning and land use designations of each related Project Site and its existing surrounding uses. In addition, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. The Proposed Project's land use impacts would not be cumulatively considerable since the Proposed Project would not conflict with applicable local or regional plans.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.11 MINERAL RESOURCES

Impact Analysis

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

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally important mineral resource, or if the project development would convert an existing or future regionally important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis, considering (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone 2 (MRZ-2) Area, or other known or potential mineral resource area; and (b) whether the mineral resource is of regional or Statewide significance, or is noted in the Conservation Element as being of local importance.

The Project Site is not located within a Mineral Resource Zone 2 (MRZ-2) Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.[57] No mineral resources are known to exist beneath the Project Site. No impacts associated with the loss of availability of a known mineral resource would occur.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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. A significant impact may occur if a project site is located in an area used or available for extraction of a regionally important mineral resource, or if the development would convert an existing or future regionally important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally important mineral resource extraction. As noted, the Project Site is not located within a Mineral Resource Zone 2 (MRZ-2) Area.[58] The Project Site

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

is not designated as a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

No Impact. Section 15355 of the State CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." As discussed previously, the Proposed Project would have no impact on mineral resources. It is not known if any of the four related projects would result in the loss of availability of known mineral resources. Regardless, the Proposed Project would have no incremental contribution to the potential cumulative impact on mineral resources.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

4.12 NOISE

Impact Analysis

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

Less than Significant Impact. A significant impact may occur if a project would generate excess noise that would cause the ambient noise environment at the project site to exceed noise-level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). Implementation of the Proposed Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.

Construction

Construction-related noise impacts would be significant if, as indicated in Section 112.05 of the LAMC, noise from construction equipment within 500 feet of a residential zone exceeds 75 decibels (dB{A]) at a distance of 50 feet from the noise source. This noise limitation does not apply where compliance is technically infeasible. "Technically infeasible" means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. As defined in the *L.A. CEQA Thresholds Guide* threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dB(A) or more at any off-site, noise-sensitive location. Furthermore, the *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than 10 days in a three-month period, which would increase ambient exterior noise levels by 5 dB(A) or more at any nearby noise-sensitive use, would also normally result in a significant impact. The City of Los Angeles CEQA Thresholds Guide defines sensitive uses as "residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks."[59]

Construction of the Proposed Project would require the use of heavy equipment for grading, excavation, and foundation preparation, installation of utilities, paving, and building construction. There would be a different mix of equipment operating during each construction phase, and noise levels would vary based on the amount of equipment in operation and the location of each activity. Equipment is assumed to be

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

typical for a mixed-use building with underground parking and would include excavators, dozers, loaders, paving equipment, etc.

The US Environmental Protection Agency (USEPA) has compiled data regarding the noise-generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site is presented in **Table 4.12-1, Noise Range of Typical Construction Equipment**, and **Table 4.12-2, Typical Outdoor Construction Noise Levels**, respectively, at a distance of 50 feet from the noise source (i.e., reference distance). The noise levels shown in **Table 4.12-1** represent composite noise levels associated with typical construction activities, and take into account both the number of pieces of heavy construction equipment that are typically used during each phase of construction and their spacing. As shown in **Table 4.12-2**, construction noise during the heavier initial periods of construction is presented as 86 dB(A) Equivalent Continuous Sound Level (Leq) when measured at a reference distance of 50 feet from the center of construction activity.[60] These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dB(A) per doubling of distance. For example, a noise level of 84 dB(A) Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dB(A) Leq at 100 feet from the source to the receptor, and reduce by another 6 dB(A) Leq to 72 dB(A) Leq at 200 feet from the source to the receptor.

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

Table 4.12-1
Noise Range of Typical Construction Equipment

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

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

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

Table 4.12-2
Typical Outdoor Construction Noise Levels

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

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

Project construction activities generating noise would include site preparation/excavation/grading and the physical construction and finishing of the proposed structures. Land uses on the properties surrounding the Project Site primarily include surface parking lots, commercial, and residential uses. Among these land uses, residential uses have been identified and depicted in **Figure 4.12-1, Noise Monitoring and Sensitive Receptor Location Map**, as the most likely sensitive receptors to experience noise-level increases during Project construction. To identify the existing ambient noise levels at these nearby off- site sensitive receptors as well as in the general vicinity of the Project Site, noise measurements were taken with a Larson Davis Model 831 sound level meter, which conforms to industry standards set forth in American National Standard Institute (ANSI) S1.4-1983 (R2001)—Specification for Sound Level Meters. Additionally, this noise meter meets the requirement specified in Section 111.01(l) of the City of Los Angeles Municipal Code (LAMC) that the instruments be "Type S2A" standard instruments or better (See **Appendix D, Noise Background and Modeling Data**). This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately 5 feet above grade.

Noise measurements were taken at nine noise-sensitive locations along the Eastside Corridor, which extends from Alameda Street in Central Los Angeles east through the Boyle Heights community. As previously mentioned, the metro Gold line services East Los Angeles, including the Boyle Heights community. The majority of existing noise results from transit operations on the Metro Gold Line, which are a function of the transit vehicle, speed, number of vehicles in the daytime and nighttime hours, and the distance of the alignment from sensitive receptors.[61] The type of track and number of cars per train also affect the level of noise generated by rail operations. Existing noise levels are shown in **Table 4.12-3, Existing Ambient Daytime Noise Levels along the Eastside Corridor.**

61 Los Angeles Metro, Los Angeles Eastside Corridor Final SEIS/SEIR (2002).

Table 4.12-3
Existing Ambient Daytime Noise Levels along the Eastside Corridor

Location	Measured Ldn	Measured Peak-Hour Leq
LA Housing Authority	72	73
Pecan Park	75	75
Evergreen Cemetery	68	67
Ramona High School (Indiana Street)	70	68
Our Lady of Lourdes School	71	69
Guadalupe Church	72	71
Casa Telacu Apartments	65	64
LA Hompa Hongwanji Buddhist Temple	66	68
Single-family residences, Third Street at I-710	70	73

Source: Los Angeles Eastside Corridor Final SEIS/SEIR (2002).

As shown, the highest noise levels were recorded at Pecan Park along E. 1st Street near the US 101 Freeway, while the lowest levels were noted at Casa Teluca Apartments on Third Street at Dangler Avenue. Evergreen Park, located to the west of the Project Site, recorded a peak-hour Leq of 67 dB(A).

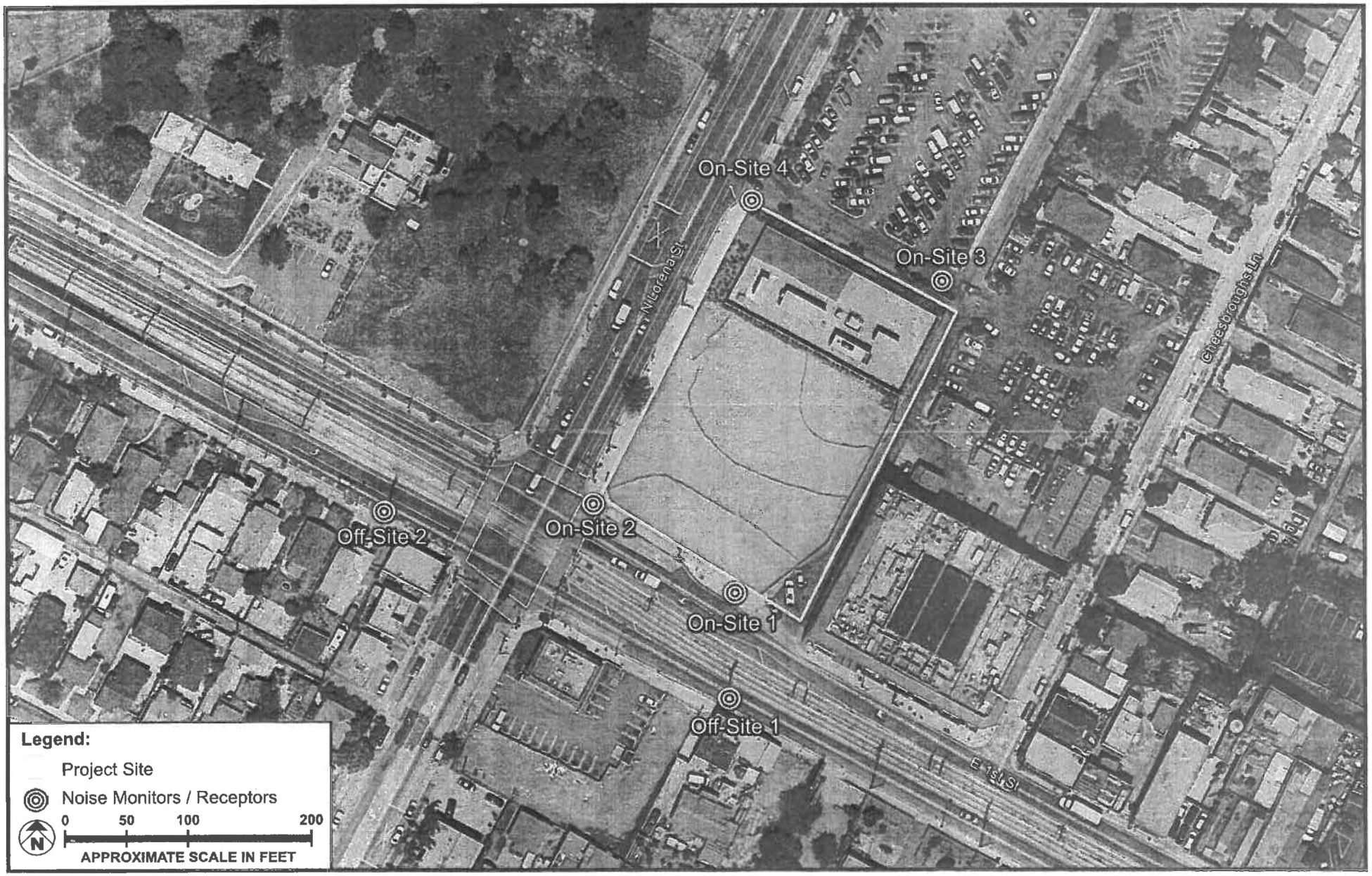
The measured noise levels surrounding the Project Site are shown in **Table 4.12-4, Existing Ambient Daytime Noise Levels in Project Site Vicinity**. As shown, these noise levels are consistent with the noise levels for the surrounding community as shown in **Table 4.12-3.** Primary noise sources consist of traffic noises, especially from the Metro Gold Line which runs adjacent to the Project Site. Based on site observation, the Gold Line runs approximately every three minutes.

Table 4.12-4
Existing Ambient Daytime Noise Levels in Project Site Vicinity

Location	Primary Noise Sources	Leq	Lmin	Lmax
South side of E. 1st Street opposite Project Site	Traffic noise along E. 1st Street, pedestrian activity	68.3	54.5	86.0
South side of E. 1st Street west of the E. 1st and Lorena Street intersection	Traffic noise along E. 1st Street and N. Lorena Street, pedestrian activity	67.7	51.9	84.0
On Project Site—E. 1st Street	Traffic noise along E. 1st Street, pedestrian activity	67.3	56.9	84.9
On Project Site—corner of E. 1st Street and N. Lorena Street	Traffic noise along E. 1st Street and N. Lorena Street, pedestrian activity	71.3	56.2	89.5
Northwest corner of Project Site on N. Lorena Street	Traffic noise along N. Lorena Street, pedestrian activity	64.3	54.8	87.1
Northeast corner of Project Site	Traffic noise from N. Lorena Street, parking lot activity	65.0	52.9	76.9

*Source: Noise modeling data sheets can be seen in **Appendix D.***
Note: Noise measurements were calculated between 7:00 PM to 9:00 PM on August 16, 2014.

Due to the use of construction equipment during the construction phase, the Proposed Project would expose surrounding off-site receptors to increased ambient exterior noise levels comparable to those listed in **Table 4.12-2**. It should be noted that any increase in noise levels at off-site receptors during construction of the Proposed Project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., excavation and grading work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed buildings) as the physical structure of the proposed structure would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors.



SOURCE: Google Earth - 2014; Meridian Consultants, LLC - 2014

FIGURE **4.12-1**

Meridian Consultants

Noise Monitoring and Sensitive Receptor Location Map

069-001-14

As defined in the *L.A. CEQA Thresholds Guide* threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dB(A) or more at any off-site noise-sensitive location. The *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than 10 days in a 3-month period, which would increase ambient exterior noise levels by 5 dB(A) or more at a noise-sensitive use, would also normally result in a significant impact. Since construction activities at the Project Site would last for more than 10 days in a 3-month period, the Proposed Project would cause a significant noise impact during construction if the ambient exterior noise levels at the identified off-site and on-site sensitive receptors would be increased by 5 dB(A) or more. Based on the results shown in **Table 4.12-5, Estimated Exterior Construction Noise at Nearest Sensitive Receptors,** the ambient exterior noise levels at neither of the identified off-site sensitive receptors would be exceeded by 5 dB(A) or more. Based on the criteria established in the *L.A. CEQA Threshold Guide,* a substantial temporary or periodic increase in ambient noise levels would occur at the identified off-site sensitive receptors.

Table 4.12-5
Estimated Exterior Construction Noise at Nearest Sensitive Receptors

Sensitive Land Uses	Distance to Project Site (feet)	Existing Monitored Daytime Ambient Noise Levels (dB[A] Leq)	Estimated Peak Construction Noise Levels (dB[A] Leq)*	Noise-Level Increase (dB[A] Leq)
Single-family residential behind small commercial structure south of the Project Site	200	68.3	75.3	7.0
Single-family residential west of the E. 1st Street and Lorena Street intersection	170	67.7	76.7	9.0

* *Construction assumption based on information provided by the Applicant.*

Section 41.40 of the LAMC regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 PM and 7:00 AM Monday through Friday, and between 6:00 PM and 8:00 AM on Saturday. Construction is prohibited on Sundays and all federal holidays. The construction activities associated with the Proposed Project would comply with these LAMC requirements. In addition, pursuant to the City Noise Ordinance (LAMC Section 112.05), construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. Although the estimated construction-related noise levels associated with the Proposed Project would exceed the numerical noise threshold of 75 dBA at 50 feet from the noise source as outlined in the City Noise Ordinance, and the typical construction noise levels associated with the Proposed Project would exceed the existing ambient noise

levels at two of the identified off-site sensitive receptors by more than the 5 dBA threshold established by the *L.A. CEQA Thresholds Guide* during all construction phases. As such the Proposed Project would comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Impacts would be less than significant.

Mitigation Measures: Mitigation measures are not required.

Operational

Parking Garage Noise

Noise would be generated within the new parking garage associated with the Proposed Project. Parking would be provided within a single-level subterranean parking garage within the portion of the Project oriented towards E. 1st Street; ground level parking would be provided for the northern portion of the Project. Sources of noise within the parking structure would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. As the subterranean parking level serving the Proposed Project would be entirely underground and enclosed, noise generated at these levels would likely be imperceptible at ground level locations on and adjacent to the Project Site. As is typical for multi-family residential buildings, cars would enter and exit the structure throughout the day and night. As such, the Department of City Planning recommends the driveway ramps be constructed of noise-attenuating materials such as concrete surfaces.

HVAC Equipment

Upon completion and operation of the Proposed Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed on the new structure. Although the Project represents an increase of 49 units and 10,000 square feet of commercial space, and therefore the use of more HVAC equipment than is currently used on the vacant lot (no HVAC equipment is currently in use on the Project Site), the noise levels generated by these equipment types are not anticipated to be substantially greater than those generated by the current HVAC equipment serving the existing buildings in the Project vicinity. Additionally, today's HVAC equipment is significantly quieter than existing equipment used in the buildings surrounding the Project Site. The operation of this and any other on-site stationary sources of noise would be required to comply with Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by

more than 5 decibels. Thus, the HVAC equipment associated with the Proposed Project would not represent a new source of noise in the Project vicinity, and impacts associated with mechanical equipment would be reduced to less than significant levels through code compliance measures.

Exposure to Ambient Noise Levels

Environmental impacts to future occupants may result from the Proposed Project's implementation due to mobile noise. As previously mentioned, the Metro Gold Line runs directly adjacent to the Project Site along E. 1st Street and is the primary mobile noise source in the immediate vicinity of the Project. However, the Project building would be oriented with frontage on N. Lorena Street, and the side of the building lining E. 1st Street would be oriented on a diagonal away from the road, minimizing noise impacts. In addition, no outdoor balconies are proposed. The dwelling units associated with the Project would be constructed in accordance with Title 24 insulation standards of the California Code of Regulations for residential buildings, which serves to provide an acceptable interior noise environment for sensitive uses. The Proposed Project would adhere to California Code of Regulations building standards in designing walls that attenuate noise to the level necessary to meet applicable noise standards. The Project Applicant would submit to the City's Department of Building and Safety evidence of a means of sound insulation sufficient to mitigate interior noise levels below a Community Noise Equivalent Level (CNEL) of 45 dB(A) in any habitable room of the Proposed Project.

Impacts would less than significant.

Mitigation Measures: No mitigation measures are required.

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

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

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for

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

Construction

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

In terms of construction-related impacts on buildings, the City of Los Angeles has not adopted policies or guidelines relative to ground-borne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second (ips) RMS, this threshold applies to ground-borne vibrations from long-term operational activities, not construction. Consequently, as both the City of Los Angeles and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the Federal Transit Administration (FTA) and California Department of Transportation's (Caltrans) adopted vibration standards for buildings are used to evaluate potential impacts related to project construction. Based on the FTA and Caltrans criteria, construction impacts relative to ground-borne vibration would be considered significant if the following were to occur:[62]

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

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62 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006; and California Department of Transportation, Transportation- and Construction-Induced Vibration Guidance Manual, June 2004.

- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.2 ips at any nonengineered timber and masonry buildings.

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

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

Table 4.12-6, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in **Table 4.12-6,** vibration velocities could range from 0.003 to 0.089 ips PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

Table 4.12-6
Vibration Source Levels for Construction Equipment

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

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

There are no known historic or otherwise vibration-sensitive structures within 25 feet of the Project Site. As previously described, sensitive structures are defined as "residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks." As shown in **Table 4.12-6**, at distances greater than 25 feet from the Project Site boundary, construction-related vibration levels would not exceed 0.089 PPV. As discussed previously, the most restrictive threshold for building damage from vibration is 0.12 PPV for historic buildings and buildings that are extremely susceptible to vibration damage. As maximum off-site vibration levels would not exceed 0.089 PPV, there would be no potential for Project construction to result in vibration levels

exceeding the most restrictive threshold of significance. Impacts with respect to building damage resulting from Project-generated vibration would be less than significant.

In terms of human annoyance resulting from vibration generated during construction, the single-family residential uses located near the Project Site could be exposed to increased vibration levels. **Table 4.12-7, Estimated Vibration Levels at Nearest Sensitive Receptors**, shows that construction- generated vibration levels experienced at the identified sensitive receptors would not exceed the 80 VdB thresholds for the residential uses. As such, the Proposed Project would comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically feasible.

Table 4.12-7
Estimated Vibration Levels at Nearest Receptors

Sensitive Land Uses	Distance to Project Site (feet)	Estimated Vibration Levels (VdB)
Single-family residential behind small commercial structure south of the Project Site		
Grading/Site Preparation	200	58.4
Building Construction/Site Improvements	200	60.4
Single-family residential west of the E. 1st and Lorena Street intersection		
Grading/Site Preparation	170	59.9
Building Construction/Site Improvements	170	61.8

Note: Based on construction assumptions.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Operational Vibration

The Proposed Project would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. Although ground-borne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, the proposed land uses at the Project Site would not result in the increased use of these heavy-duty vehicles on the public

roadways. While refuse trucks may be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different than those presently occurring near the Project Site. Although the Proposed Project would result in an increase in traffic, groundborne vibration as a result of regular vehicle traffic would not be perceptible.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. A significant impact may occur if the Proposed Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* threshold for operational noise impacts, a project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of affected uses that are shown in **Table 4.12-8, Community Noise Exposure (CNEL)**, to increase by 3 dB(A) in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dB(A) or greater noise increase. Thus, a significant impact would occur if noise levels associated with operation of the Proposed Project would increase the ambient noise levels by 3 dB(A) CNEL at homes where the resulting noise level would be at least 70 dB(A) CNEL. In addition, any long-term increase of 5 dB(A) CNEL or more is considered to cause a significant impact. In order to achieve a 3 dB(A) CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a Leq standard of 5 dB(A) over ambient conditions as constituting a LAMC violation.

Table 4.12-8
Community Noise Exposure (CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, duplex, mobile homes	50–60	55–70	70–75	above 75
Multifamily homes	50–65	60–70	70–75	above 75
Schools, libraries, churches, hospitals, nursing homes	50–70	60–70	70–80	above 80
Transient lodging—motels, hotels	50–65	60–70	70–80	above 75
Auditoriums, concert halls, amphitheaters	—	50–70	—	above 70

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Sports arena, outdoor spectator sports	—	50–75	—	above 75
Playgrounds, neighborhood parks	50–70	—	67–75	above 75
Golf courses, riding stables, water recreation, cemeteries	50–75	—	70–80	above 80
Office buildings, business, and professional Commercial	50–70	67–77	above 75	—
Industrial, manufacturing, utilities, agriculture	50–75	70–80	above 75	—

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

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

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

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

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

Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dB(A) or greater CNEL noise increase. As discussed above, the traffic volume on any given roadway segment would need to double during peak hours in order for a 3 dB(A) increase in ambient noise to occur. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing traffic, then the project's mobile noise impacts can be assumed to be less than significant.

According to the Traffic Study provided for the Proposed Project and discussed in **Section 4.16 Traffic and Transportation**, the proposed development would result in a maximum net increase of 458 trips, including 24 morning peak-hour trips (6 inbound, 18 outbound) and 42 afternoon peak-hour trips (25 inbound, 17 outbound). As discussed in **Section 4.16,** all three study intersections (Lorena Street / Cesar Chavez Avenue-Brooklyn Place; Lorena Street / 1st Street; and Indiana Street / 1st Street) are expected to continue to operate at LOS B or better during both the morning and afternoon peak hours under Existing with Project conditions. All three intersections are also expected to continue to operate at LOS B or better during both the morning and afternoon peak hours under Future with Project conditions. The V/C ratio at all of the study intersections would incrementally, but not significantly, increase with the addition of ambient traffic, related project traffic and Project traffic. Therefore, the Proposed Project would not have the potential to double the traffic volumes on any roadway segment near the Project

Site or increase roadway noise levels by 3 dB(A). Traffic-generated noise impacts would be considered less than significant.

Operational Noise—Stationary Noise Sources

New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed building at the Project Site. The design of this equipment would be required to comply with Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dB. Because the noise levels generated by the HVAC equipment serving the Proposed Project would not be allowed to exceed the ambient noise level by 5 dB on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. Impacts would be less than significant.

Parking Garage Noise

Noise would be generated by activities within the new subterranean parking garage associated with the southern portion of the Project, and the ground-level parking associated with the northern portion of the Proposed Project. Sources of noise within the parking structures would include engines accelerating, doors slamming, car alarms sounding, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. Noise levels would be highest in the early morning and evening, when the largest number of people would enter and exit the Project Site. As the subterranean parking level serving the Project would be almost entirely underground and enclosed, noise generated would likely be imperceptible at ground-level locations on and adjacent to the Project Site. Any parking noise that may be audible from outside of the parking garage would be substantially similar to the existing noise generated at the surface parking lot on the Project Site. Operational-related noise generated by motor-driven vehicles within the Project Site is regulated under the LAMC. With regard to motor-driven vehicles, Section 114.02 of the LAMC prohibits the operation of any motor-driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dB.

Additionally, the Proposed Project would comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. A significant impact may occur if the Proposed Project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dB(A) or more at any off-site noise-sensitive location. The *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than 10 days in a 3-month period, which would increase ambient exterior noise levels by 5 dB(A) or more at a noise-sensitive use, would also normally result in a significant impact.

As discussed previously, the Proposed Project would comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Impacts would be less than significant.

Mitigation Measures: Mitigation measures are not required.

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

No Impact. A significant impact may occur if a Proposed Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of a project site. There are no airports within a 2-mile radius of the Project Site, nor is the Project Site within any airport land use plan or airport hazard zone. The Proposed Project would not expose people to excessive noise levels associated with airport uses.

No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

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

No impact would occur.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

Less than Significant Impact. Development of the Proposed Project in conjunction with the four related projects would result in an increase in construction- and traffic-related noise as well as on-site stationary noise sources in the already urbanized Boyle Heights area of the City of Los Angeles. However, the Project Applicant has no control over the timing or sequencing of the related projects that have been identified within the Proposed Project study area. Any quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Construction-period noise for the Proposed Project and each related project (that has not yet been built) would be localized. In addition, each of the related projects would be required to comply with the City's Noise Ordinance, as well as with mitigation measures that may be prescribed pursuant to CEQA provisions requiring potentially significant impacts to be reduced to the extent feasible. With respect to cumulative traffic noise impacts, it should be noted that the Proposed Project's mobile source vehicular noise impacts are based on the predicted traffic volumes as presented in the Project Traffic Study. Thus, the future predicted noise levels include the traffic volumes from the Proposed Project and future traffic levels associated with ambient growth and the related projects. Based on the Proposed Project's estimated trip generation, it is clear that the Project would not have the potential to double the traffic volumes on any roadway segment in the vicinity of the Project Site. As such, the Proposed Project's noise volumes would not be cumulatively considerable. Thus, the cumulative impact associated with noise would be less than significant.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.13 POPULATION AND HOUSING

Impact Analysis

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

Less than Significant Impact. A significant impact may occur if a project would locate new development, such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on population and housing growth shall be made considering (a) the degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy, and would result in an adverse physical change in the environment; (b) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and (c) the extent to which growth would occur without implementation of the project.

SCAG Regional Comprehensive Plan

In October 2008, SCAG approved and adopted the 2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future (2008 RCP) for the SCAG Region.[63] The *2008 RCP* is a long-term comprehensive plan that provides a strategic vision for handling the region's land use, housing, economic, transportation, environmental, and overall quality-of-life needs. The *2008 RCP* was intended to serve as an advisory document for local agencies in the SCAG region. The following principles are based on the region's adopted Compass Growth Vision Principles for Sustaining a Livable Region:

- *Improve mobility for all residents.* Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.

- *Foster livability in all communities.* Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.

63 Southern California Association of Governments, *2008 Regional Comprehensive Plan* (2008).

- *Enable prosperity for all people.* Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.

- *Promote sustainability for future generations.* Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

SCAG Regional Transportation Plan Sustainable Communities Strategy

In April 2012, SCAG adopted the Regional Transportation Plan 2012-2035 Sustainable Communities Strategy (RTP/SCS).[64] As a designated Metropolitan Planning Organization (MPO) under federal law, SCAG is responsible for developing and adopting a long-range RTP every 4 years. The plan evolved out of a massive outreach undertaking involving a broad range of stakeholders across the region to update the shared vision for the region's sustainable future. The RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards set forth by the federal Clean Air Act. The RTP/SCS focuses on the interconnected components of economic, social, and transportation investments required to achieve a sustainable regional multimodal transportation system. The goals and policies of the RTP/SCS require the participation of individual municipalities and multi-level investment of stakeholders throughout the region.

SCAG Compass Growth Vision

The SCAG *Compass Growth Vision*, adopted in 2004, and incorporated into the *2008 RCP*, encourages better relationships between housing, transportation, and employment.[65] The *Compass Growth Vision* is driven by four key principles: (1) Mobility—Getting where we want to go, (2) Livability—Creating positive communities, (3) Prosperity—Long-term health for the region, and (4) Sustainability—Preserving natural surroundings.[66] Additionally, the *Compass Growth Vision* incorporates a 2 percent growth strategy that will increase the region's mobility by:

- Putting new employment centers and new neighborhoods near major transit systems so that people can have transportation choices other than their cars.

- Designing safe, attractive transit centers and plazas that people enjoy using.

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64 Southern California Association of Governments (SCAG), Regional Transportation Plan 2012-2035 Sustainable Communities Strategy, adopted April 2012.

65 Southern California Association of Governments, *Compass Growth Vision* (2004).

66 Southern California Association of Governments, *Compass Growth Vision* (2004).

- Creating mini-communities around transit stations, with small businesses, urban housing, and restaurants all within an easy walk.

The Proposed Project is consistent with the goals and strategies of the *2008 RCP* and the *Compass Growth Vision Strategy* discussed above. With respect to regional growth, SCAG forecasts that the population in the City of Los Angeles Subregion will increase to 4.34 million persons by 2030. As shown in **Table 4.13-1, SCAG's 2012 Regional Transportation Plan Growth Forecast for the City of Los Angeles Subregion**, the forecast from 2010 through 2030 projects growth of 290,797 additional persons, which yields a 6.7 percent growth rate.

Table 4.13-1
SCAG's 2012 Regional Transportation Plan Growth Forecast for the City of Los Angeles Subregion

Projection Year	Population	Household	Person/Household
2010	4,057,484	1,386,658	2.92
2030	4,348,281	1,578,850	2.75
Net Change from 2010 to 2030	**290,797**	**192,192**	(0.17)
Percent Change	6.70%	13.20%	(5.8)

Source: SCAG, *2012 Regional Transportation Plan Update* (adopted April 2012).

Based on the community's current household demographics (e.g., an average of 4.04 people per household for the Boyle Heights area), the construction of 49 additional residential units on the Project Site would result in an increase in approximately 198 residents in the City of Los Angeles.[67] The overall increase in housing units and population would be consistent with the SCAG forecast of 192,192 additional households and approximately 290,797 people in the City of Los Angeles between 2010 and 2030. As such, the Proposed Project would not cause unexpected growth (i.e., new housing or employment generators). The Proposed Project would not accelerate development in an undeveloped area that exceeds projected/planned levels for the year of the Proposed Project occupancy that would result in an adverse physical change in the environment or introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. The Proposed Project would be consistent with the goals and strategies of SCAG's Regional Comprehensive Plan and the Compass Growth Vision Strategy.

67 Los Angeles Department of City Planning Demographic Research Unit, *Statistical Information, Local Population and Housing Estimates*, http://planning.lacity.org/DRU/Locl/LocFrame.cfm?geo=CP&loc=Hwd&sgo=ct&rpt=PnH&yrx=Y09.

The Proposed Project would provide residential units and neighborhood-serving retail commercial uses on currently undeveloped and underutilized sites. No displacement of existing housing would occur with the Proposed Project. As stated before, the proposed mixed-use residential and retail uses and densities are consistent with the allowable uses and densities permitted by the LAMC zoning code and General Plan land use designations. The Proposed Project is the type of project encouraged by SCAG and City policies to accommodate growth in urban centers located close to existing employment centers and mass transit.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on population and housing displacement shall be made considering the following factors:

- The total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the project, in terms of net loss of market-rate and affordable units
- The current and anticipated housing demand and supply of market rate and affordable housing units in the project area
- The land use and demographic characteristics of the project area and the appropriateness of housing in the area
- Whether the project is consistent with adopted City and regional housing policies such as the Framework and Housing Elements, Housing and Urban Development (HUD) Consolidated Plan and Comprehensive Housing Affordability Study (CHAS) policies, redevelopment plan, Rent Stabilization Ordinance, and the RCPG.

The Proposed Project would consist of development of new housing, and commercial uses on a site that is currently occupied by a vacant lot and a traction power station for the Metro Gold Line. No displacement of existing housing would occur with the Proposed Project. The proposed uses are consistent and allowable with respect to the zoning and General Plan land use designations.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The Proposed Project would consist of the development of new housing and commercial uses on a site that is currently occupied by a vacant lot and a traction power station for the Metro Gold Line. No displacement of existing housing would occur.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

Less than Significant Impact. Approximately four related projects are currently planned for development within a 1.5-mile radius of the Proposed Project. These projects would introduce additional residential, commercial/retail, office, parking, and open space uses to the City of Los Angeles. Any residential projects would result in population growth in the City of Los Angeles, while other types of related projects could result in indirect population growth. As shown in **Table 4.13-2, Projected Cumulative Housing Units**, the Proposed Project and related projects would consist of residential developments that would cumulatively contribute approximately 4,596 new residential dwelling units to the area generating approximately 18,568 new residents.[68]

Table 4.13-2
Projected Cumulative Housing Units

Related Projects (by Housing Type)	Total Housing Units	Total Residents[a]
Apartments	4,450	17,978
Condominiums	97	392
Related Projects Total	**4,547**	**18,370**
Revised Project Net Total	49	198
Cumulative Total	**4,596**	**18,568**

Note: For the full list of related projects, please refer to **Table 3.0-5, Related Projects.**

[a] Based on a generation rate of 4.04 residents per dwelling units. Los Angeles Department of City Planning Demographic Research Unit, Boyle Heights Community Plan Area.

68 Based on a generation rate of 4.04 residents per dwelling units. Los Angeles Department of City Planning Demographic Research Unit, Boyle Heights Community Plan Area.

As discussed previously, the Proposed Project would not exceed the growth projections of SCAG's *RCP* for the City of Los Angeles Subregion. In addition, the Proposed Project is the type of project encouraged by SCAG and City policies to accommodate growth in urban centers that are close to existing employment centers and mass transit. Because the Proposed Project would not displace any residents, and the population growth potentially associated with the Proposed Project has already been anticipated and planned for within the Boyle Heights area, the Proposed Project's population growth would not be cumulatively considerable.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.14 PUBLIC SERVICES

Impact Analysis

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

i. Fire protection

Less than Significant with Project Mitigation. Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.09.07A, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles; for a commercial land use, the distance is 1 mile for an engine company and 1.5 miles for a truck company. If either of these distances is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems.

The Proposed Project would include 49 dwelling units with approximately 10,000 square feet of commercial uses on the Project Site. The Proposed Project would generate approximately 198 new residents. Therefore, the Proposed Project could potentially increase the demand for LAFD services. The Project Site is served by LAFD Station No. 2, located at 1962 E. Cesar E. Chavez Avenue, approximately 1.4 miles northwest of the Project Site. Based on the response distance criteria specified in LAMC 57.09.07A and the relatively short distance from Fire Station No. 2 to the Project Site, fire protection response is considered adequate.

The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.09.06, City-established fire-flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (psi) is to remain in the water system while the required gpm is flowing. The existing fire hydrants on E. 1st Street and N. Lorena Street are adequate for the fire flow needs for the

Proposed Project; no new public fire hydrant installations are anticipated. However, the Proposed Project would include the incorporation of mitigation measure **XIV-10** to ensure that potential impacts to fire services are less than significant.

Impacts would be less than significant with mitigation incorporated.

Mitigation Measures: The following mitigation measure is proposed to reduce impacts to a less than significant level.

XIV-10 **Fire Protection**

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall be no more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

Cumulative Impacts

Less than Significant Impact. The Proposed Project, in combination with the four related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD to adequately mitigate fire protection impacts. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the citing and development on any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for the development of new fire stations in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable contribution to fire protection services impacts.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

ii. Police protection.

Less than Significant with Project Mitigation. For the purpose of this Initial Study, a significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project without necessitating a new or physically altered station, the construction of which may cause significant environmental impacts. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of nonresidential floor area; (b) the demand for police services anticipated at the time of completion and occupancy of the Project compared to the expected level of service available, considering, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and (c) whether the project includes security and/or design features that would reduce the demand for police services.

The Project Site is located in the Hollenbeck division of the LAPD's Central Bureau. The Hollenbeck Area is 15.2 square miles in area and includes the communities of Aliso Village, Boyle Heights, El Sereno, Estrada Court, Hermon, Hillside Village, Lincoln Heights, Montecito Heights, Monterey Hills, Pico Gardens, Ramona Gardens, Rose Hill Courts, and University Hills. Boyle Heights is served by the Hollenbeck Community Police Station, located at 2111 E. 1st Street. Within the Hollenbeck Area, the Proposed Project is located within Reporting District (RD) 469. RD 469 is defined by the following boundaries: Cesar E. Chavez Avenue to the north, S. Indiana Street to the east, E. Sixth Street to the south, and N. Lorena Street to the west.

Construction

Construction sites have the potential to attract trespassers and/or vandals that would potentially result in graffiti, excess trash, and potentially unsafe conditions for the public. Such occurrences would adversely affect the aesthetic character of the Project Site and surrounding area and could potentially cause public health and safety concerns, thereby increasing demand upon the local police department. As such, the Proposed Project would install fences around the site to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Operation

Implementation of the Proposed Project would result in an increase of residents and visitors, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to escalate as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. As such, the Proposed Project would implement mitigation measure **XIV-30** to enhance the safety of the Project Site.

Impacts would be less than significant with mitigation incorporated.

Mitigation Measures: The following mitigation measure is proposed to reduce impacts to a less than significant level.

XIV-30 Public Services (Police)

- The plans shall incorporate the *Design Guidelines* (defined in the following sentence) relative to security, semi-public and private spaces, which may include, but not be limited to, access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project Site if needed. Please refer to "*Design Out Crime Guidelines: Crime Prevention Through Environmental Design*", published by the Los Angeles Police Department. These measures shall be approved by the Police Department prior to the issuance of building permits.

Cumulative Impacts

Less than Significant Impact. The Proposed Project, in combination with the four related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on

small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the citing and development on any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable contribution to police protection services impacts.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

iii. Schools.

Less than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for school facilities which would exceed the capacity of the Los Angeles Unified School District (LAUSD). Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on public schools shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of nonresidential floor area; (b) the demand for school services anticipated at the time of project completion and occupancy compared to the expected level of service available, considering, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and the project's proportional contribution to the demand; (c) whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions that would create a temporary or permanent impact on the school(s); and (d) whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

The Project area is currently served by several LAUSD public schools, as shown in **Table 4.14-1, LAUSD Public Schools within the Project Area.**

Table 4.14-1
LAUSD Public Schools within the Project Area

School	Address	Distance from Project Site (miles)	Students Served
Belvedere Elementary School	3724 E. 1st Street	0.5	Kindergarten through fifth grade
Harrison Elementary School	3529 City Terrace Drive	1.2	Kindergarten through sixth grade
Anton Elementary School	831 N. Bonnie Beach Place	1.1	Kindergarten through sixth grade
Kennedy Elementary School	4010 Ramboz Drive	1.5	Kindergarten through sixth grade
City Terrace Elementary School	4350 City Terrace Drive	1.9	Kindergarten through fifth grade
Malabar Elementary School	3200 E. Malabar Street	0.5	Kindergarten through sixth grade
Belvedere Middle School	312 N. Record Avenue	0.7	Sixth through eighth grade
Mariana Elementary School	4215 E. Gleason Street	1.1	Kindergarten through sixth grade
City of Angeles Independent Studies	221 S. Eastman Avenue	0.5	Kindergarten through twelfth grade
Theodore Roosevelt High School	456 S. Matthews Street	1.0	Ninth through twelfth grade
Felicitas and Gonzalo Mendez High School	1200 Plaza Del Sol	1.9	Ninth through twelfth grade
Ramona High School	231 S. Alma Avenue	0.3	Seventh through twelfth grade
Esteban E. Torres High School	4211 Dozier Street	1.1	Ninth through twelfth grade

Source: Los Angeles Unified School District (2014).

As shown in **Table 4.14-2, Proposed Project Estimated Student Generation,** the Proposed Project would generate a maximum of approximately 11 elementary students, 6 middle school students, and 6 high school students, for a total of approximately 23 students.[69]

Table 4.14-2
Proposed Project Estimated Student Generation

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total
Multifamily residences[a]	49 du	10	5	5	20
Commercial/retail[b]	10,000 sq. ft.	1	1	1	3
	Total	**11**	**6**	**6**	**23**

Source: Los Angeles Unified School District, *School Fee Justification Study* (September 2002).

[a] Student generation rates are as follows for residential uses: 0.2042 elementary, 0.0988 middle, and 0.0995 high school students per unit.

[b] Student generation rates are as follows for commercial uses: 0.0149 elementary, 0.0069 middle, and 0.0067 high school students per 1,000 square feet.

Note: du = dwelling units; sq. ft. = square feet.

It is likely that some of the students generated by the Proposed Project would already reside in areas served by the LAUSD and would already be enrolled in LAUSD schools. However, for a conservative analysis, it is assumed that all students generated by the Proposed Project would be new to the LAUSD. The Project Applicant will be required to pay mandatory developer fees pursuant to California Education Code Section 17620(a)(1) to offset the Proposed Project's demands upon local schools.

Impacts would less than significant.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

Less than Significant Impact. As shown in **Table 4.14-3, Projected Cumulative Student Population,** the four related projects and Proposed Project combined would cumulatively contribute approximately 949 elementary school students, 460 middle school students, and 461 high school students. This would create an increased cumulative demand on local school districts. Nonetheless, the related projects

69 Los Angeles Unified School District, *School Fee Justification Study* (September 2002). Student generation rates are as follows for residential uses: 0.2042 elementary, 0.0988 middle, and 0.0995 high school students per unit.

would be required to pay school developer fees, pursuant to California Education Code, Section 17620(a)(1), which would further alleviate cumulative impacts.

Table 4.14-3
Projected Cumulative Student Population

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total
Multifamily residences[a]	4,547 du	929	450	451	1,830
Office[b]	203,800 sq. ft.	5	3	3	11
Retail[c]	208,400 sq. ft.	4	2	2	9
Related Projects Total:		**938**	**455**	**456**	**1,850**
Project Net Total:		**11**	**5**	**5**	**21**
Cumulative Total		**949**	**460**	**461**	**1,871**

Source: Los Angeles Unified School District, *School Fee Justification Study* (September 2002).
Note: du = dwelling units; sq. ft. = square feet.

[a] Student generation rates are as follows for residential uses: 0.2042 elementary, 0.0988 middle, and 0.0995 high school students per unit

[b] Student generation rates are as follows for office uses: 0.0233 elementary, 0.0108 middle, and 0.0104 high school students per 1,000 square feet.

[c] Student generation rates are as follows for retail/commercial uses: 0.0149 elementary, 0.0069 middle, and 0.0067 high school students per 1,000 square feet.

Impacts would be less than significant with Project mitigation.

Mitigation Measures: Mitigation measures for the four related projects would be comparable to the mitigation measures for the Proposed Project.

iv. Parks

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for recreation and park services anticipated at the time of completion and occupancy of the Project compared to the expected level of service available, considering, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks). A significant impact would occur if the Proposed Project resulted in the construction of new recreation and park facilities that creates significant direct or indirect impacts to the environment.

The Public Recreation Plan, a portion of the Service Systems Element of the City of Los Angeles General Plan, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards.[70] The standard ratio of neighborhood and community parks to population is 4 acres per 1,000 residents within a 1- to 2-mile radius for neighborhood and community parks. The Project Site is located within a highly urbanized area of the Hollywood community and, as shown in **Table 4.14-4, Recreation and Park Facilities within the Project Area,** has access to approximately 82.7 acres of parkland and public recreation facilities within a 2-mile radius. These facilities range in size from a 0.2-acre pocket park to the 35.1-acre Hazard Park and Recreation Center, which is the largest municipally owned and operated park in the world. It is estimated that the development of the Proposed Project would result in an increase of 446 new residents to the Hollywood Community Plan area.

Table 4.14-4
Recreation and Park Facilities within the Project Area

Park Name	Park Size (acres)	Park Amenities	Distance to Project Site (mi)
Evergreen Recreation Center	5.8	Auditorium, basketball courts, children's play area, indoor gym, community room	0.59
Wabash Recreation Center	1.4	Auditorium, basketball courts, children's play area, indoor gym, community room	0.94
Roosevelt Pool	N/A	Year round, outdoor pool	0.95
Garcia Recreation Center	4.0	Barbeque pits, basketball courts, children's play area, indoor gym, picnic tables	0.99
Lani Vest Pocket Park	0.2	Pocket park. Open space	1.12
Boyle Heights Sports Center	6.9	Barbeque pits, baseball diamond, basketball court, children's play area	1.14
Hollenbeck Park and Recreation Center	13.9	Auditorium, barbeque pits, basketball courts, children's play area, community room, gym	1.23
Henry Alvarez Memorial Park	0.7	Basketball courts, children's play area, picnic tables, soccer field	1.37
Ramona Gardens Recreation Center	1.3	Auditorium, baseball diamond, basketball court	1.37
Costello Recreation Center	2.4	Baseball diamond, basketball court, soccer field, children's play area, community room	1.49
State Street Recreation Center	4.3	Baseball diamond, basketball courts, children's	1.5

70 City of Los Angeles General Plan, Service Systems Element.

Park Name	Park Size (acres)	Park Amenities	Distance to Project Site (mi)
		play area, community room	
Hazard Park and Recreation Center	35.1	Auditorium, barbeque pits, basketball courts, children's play area, indoor gym, tennis courts	1.64
Prospect Park	1.7	Pocket Park. Children's play area	1.68
Aliso Pico Recreation Center	1.1	Children's play area, basketball courts, indoor gym, baseball diamond, tennis courts	1.7
Pecan Park and Recreation Center	4.5	Basketball courts, children's play area, indoor gym, picnic tables, pool, volleyball courts	1.73
Total Parkland	**82.7**		

Source: City of Los Angeles Department of Recreation of Parks, *Location Map,* http://raponline.lacity.org/maplocator.

Existing parkland satisfies the need for parkland for the current population. Based on the standard parkland ratio goal of 4 acres per 1,000 residents, the Proposed Project would generate a need for approximately 0.2 acres of public parkland. This demand would be met through a combination of (1) on-site open space proposed within the Project, (2) payment of applicable taxes in accordance with LAMC Section 21.10.3(a)(1), and (3) the availability of existing park and recreation facilities within the area. Based on the number of units and mix of unit types, approximately 6,175 square feet of open space would be required for the Project Site. A total of 7,500 square feet of open space is proposed. The Proposed Project would result in minimal demand for park services based on a slight increase in residential population. Any demand would be met through payment of applicable taxes in accordance with LAMC Section 17.12(a) or 17.58.

Impacts would less than significant.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

Less than Significant Impact. As discussed previously, the Proposed Project would have a less than significant impact on recreational resources. The Proposed Project in combination with the four related projects would be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. A number of new parks and recently renovated park improvements have been made in the East Los Angeles area to accommodate cumulative demands created by increased residential development. Similar to the Proposed Project's requirement to pay Quimby fees to improve recreation and park facilities, the related projects that include residential units would be required to pay similar applicable Quimby fees or the City's Dwelling Unit Construction Tax pursuant to LAMC Section

21.10.3(a)(1), to mitigate impacts upon park and recreational facilities. Additionally, each related project would be subject to the provisions of the LAMC for providing on-site open space, which is proportionately based on the amount of new development.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

v. Other public services

Libraries

Less than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries) that would exceed the capacity available to serve the Project Site. Based on the *L.A. CEQA Thresholds Guide,* the determination of whether the project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for library services anticipated at the time of project completion compared to the expected level of service available, considering, as applicable, scheduled improvements to existing library services (renovation, expansion, addition, or relocation) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library [LAPL]).

Within the City of Los Angeles, the LAPL provides library services at the Central Library, seven regional branch libraries, 56 community branches, and two bookmobile units consisting of five individual bookmobiles. Approximately 6.5 million books and other materials compose the LAPL collection. The LAPL branches currently serving the Project Site include the Benjamin Franklin Branch Library, located at 2200 E. 1st Street, approximately 1.1 miles northwest of the Project Site; the Malabar Branch Library, located at 2801 Wabash Avenue, approximately 0.9 miles north of the Project Site; and the Robert Louis Stevenson Branch Library, located at 803 Spence Street, approximately 0.7 miles south of the Project Site. Both the Malabar Library and the Robert Louis Stevenson Library currently meet the library demands of the surrounding community and would be able to meet the Proposed Project's demand for library services.

Impacts would be less than significant.

Cumulative Impacts

Less than Significant Impact. The four related projects that have a residential component could generate additional residents who could increase the demand upon library services. This increase in resident population, combined with the resident population generated by the Proposed Project, would increase demands upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for $178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Based on this, the Proposed Project would not make a considerable contribution to impacts on the City's library system.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.15 RECREATION

Impact Analysis

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for recreation and park services anticipated at the time of project completion and occupancy compared to the expected level of service available, considering, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

As stated in **Section 3.0, Project Description**, approximately 6,175 square feet of open space would be required for the proposed Project. A total of approximately 7,500 square feet of open space is proposed. Approximately 1,875 square feet of this open space would be landscaped.

Notwithstanding the availability of on-site recreational amenities and open space areas, it is reasonable to assume that the future occupants of the Proposed Project would utilize recreation and park facilities in the surrounding area. As noted in **Table 4.14-3, Recreation and Park Facilities within the Project Area**, there are 15 existing, new, and recently improved parks and recreation facilities within the Project Area totaling approximately 82.7 acres that are available to serve the future residents and retail visitors to the Project Site. Due to the fact that over 82 acres of parkland and recreational areas exist within two miles of the Project Site, the addition of 198 residents associated with the Proposed Project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facilities would occur or be accelerated. As stated previously, any demand would be met through payment of applicable taxes in accordance with LAMC Section 17.12(a) or 17.58.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less than Significant Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As stated before, a total of 7,500 square feet of open space is proposed. As noted in **Table 4.14-4**, there are 15 existing, new, and recently improved parks and other recreational facilities within the Project area totaling more than 82 acres that are available to serve the future residents and retail visitors to the Project Site. Although the Proposed Project would place some additional demands on park facilities, the increase in demand would be met through a combination of on-site amenities and existing parks in the Project area. The Proposed Project's increased demands upon recreational facilities would not by itself result in the construction of a new park, which might have an adverse physical effect on the environment.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

Less than Significant Impact. As discussed above, the Proposed Project would have a less than significant impact on recreational resources. The Proposed Project in combination with the four related projects would be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. A number of new parks and recently renovated park improvements have been made in the Hollywood area to accommodate cumulative demands created by increased residential development. Similar to the Proposed Project's requirement to pay Quimby fees to improve recreation and park facilities, the related projects that include residential units would be required to pay similar recreation taxes and/or applicable Quimby fees to mitigate impacts on park and recreational facilities. Additionally, each related project would be subject to the provisions of the LAMC for providing on-site open space, which is proportionately based on the amount of new development.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.16 TRANSPORTATION AND TRAFFIC

Impact Analysis

a. Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

The following section summarizes and incorporates by reference information from the *Traffic Memorandum for the 1st and Lorena Mixed-Use Project* (*Traffic Study*) prepared by Linscott, Law & Greenspan.[71] The *Traffic Study* is included as **Appendix E** to this Initial Study.

Less than Significant Impact. A significant impact could occur if a project were to result in substantial increases in traffic volumes in the vicinity of the project such that the existing street capacity experiences a decrease in the existing volume to capacity ratios, or experiences increased traffic congestion exceeding the Los Angeles Department of Transportation's (LADOT's) recommended level of service. Based on the *L.A.CEQA Thresholds Guide*, the determination of whether the project results in a significant impact is based on whether an increase in the V/C ratio on the intersection operating condition would result after the addition of project traffic of one of the following:

- V/C ratio increase > 0.040 if final LOS[72] is C
- V/C ratio increase > 0.020 if final LOS is D
- V/C ratio increase > 0.010 if final LOS is E or F

LADOT has developed a sliding scale methodology in which the minimum allowable increase in the V/C ratio attributable to a project decreases as the V/C ratio of the intersection increases.
The level of service definitions for intersections may be found in **Table 4.16-1, Level of Service Definitions for Intersections.**

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71 Linscott, Law & Greenspan, Traffic Memorandum for the 1st and Lorena Mixed-Use Project (June 2015).

72 "Final LOS" is defined as projected future conditions, which include project, ambient, and related project growth, but do not include project traffic mitigation.

Table 4.16-1
Level of Service Definitions for Intersections

Level of Service	Signalized V/C Ratio	Definition
A	0.000–0.600	**EXCELLENT**. No vehicle waits longer than one red light and no approach phase is fully used
B	0.601–0.700	**VERY GOOD**. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.707–0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801–0.900	**FAIR**. Delays may be substantial during portions of the rush hours, but enough lower-volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901–1.000	**POOR**. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	**FAILURE**. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: LADOT (2014).

Estimated Trip Generation

Trip-generation estimates for the Proposed Project were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012).[73] **Table 4.16-2, Trip Generation Estimates—Daily Trips,** summarizes the trip generation rates used to arrive at Project trip generation estimates for the daily peak-hour periods.

73 Institute of Transportation Engineers, *Trip Generation, 9th Edition,* 2012.

Table 4.16-2
Trip Generation Estimates—Daily Trips

Land Use	Size	Daily Trip Ends Volumes	Peak-Hour Trips In	Out	Total
Proposed Project					
Apartment	49 du	313	13	12	25
Commercial	10,000 sq. ft.	500	25	23	48
Transit/Walk-In Trips					
Apartments (15%)		(47)	(2)	(2)	(4)
Commercial (15%)		(75)	(4)	(3)	(7)
Driveway Subtotal		**691**	**32**	**30**	**62**
Pass-by Trips Commercial (50%)		(213)	(11)	(10)	(21)
Net Increase		**478**	**21**	**20**	**41**

As shown in **Table 4.16-2**, the Proposed Project is anticipated to generate a net total of 478 weekday trips (239 inbound trips and 239 outbound trips) and weekend midday peak-hour trips (21 inbound trips and 20 outbound trips). Since the total number of trips generated for daily, AM, and PM peak-hour trips would be less than the *L.A. CEQA Thresholds Guide* guideline of 500 daily trips and 43 peak-hour trips, traffic impacts resulting from increased trips would be less than significant.

Construction—Traffic

The Proposed Project would require the use of haul trucks during site clearing and excavation and the use of a variety of other construction vehicles throughout the construction of the Proposed Project. The addition of these vehicles into the street system would contribute to increased traffic in the Project vicinity. The haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the haul route to be approved by the Department of Building and Safety. The Proposed Project's construction trip traffic would be a fraction of the operational traffic, which would not cause any significant impacts at the studied intersection. Therefore, it is not anticipated that they could contribute to a significant increase in the overall congestion in the Project vicinity. In addition, any truck trips would be limited to the length of time required for the Project's construction. A construction work site traffic control plan would be submitted to DOT for review and approval prior to the start of any construction work. The plan would show the location of any roadways or sidewalk closures, traffic detours, hours of operation, protective devices, warning signs, and access to abutting properties. DOT also recommends that all construction-related traffic be restricted to off-peak hours.

Impacts would less than significant.

Mitigation Measures: No mitigation measures are required.

Operational Traffic

Three study intersections were identified, in conjunction with LADOT staff, for inclusion in the traffic analysis. The analyzed locations are shown in the *Traffic Study* and correspond to locations where potential traffic impacts from the Proposed Project are most likely to occur. The intersections identified for analysis are as follows:

1. Lorena Street / Cesar Chavez Avenue-Brooklyn Place
2. Lorena Street / 1st Street
3. Indiana Street / 1st Street

Project Impacts

Existing with Project Impacts

Table 4.16-3, Existing with Project Conditions—Intersection Level of Service AM Peak Hour; Table 4.16-4, Existing with Project Conditions—Intersection Level of Service PM Peak Hour; and **Table 4.16-5, Existing with Project Conditions—Intersection Level of Service for Saturday Peak Hours,** summarize the level of service for the existing with Project conditions at the analyzed intersections for the AM, PM and Saturday peak hours, respectively. The analysis summarized in **Table 4.16-3, Table 4.16-4** and **Table 4.16-5** indicates that for the AM, PM and Saturday peak hours, the addition of Proposed Project traffic would not cause the level of service to change at any of the study intersections, and that any increases in V/C ratios would be less than the threshold for a significant impact to occur, since there is an average increase in V/C ratios of 0.003 Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Project" conditions.

Table 4.16-3
Existing with Project Conditions—Intersection Level of Service Peak Hour

Intersection	AM Peak Hour Existing V / C	Existing LOS	Existing with Project V / C	Existing with Project LOS	Change in V/C	Significant Impact?
1. Lorena Street / Cesar Chavez Avenue-Brooklyn Place	0.397	A	0.400	A	0.003	No
2. Lorena Street / 1st Street	0.568	A	0.571	A	0.003	No
3. Indiana Street / 1st Street	0.413	A	0.413	A	0.005	No

Source: Linscott, Law & Greenspan (June 2015).

Table 4.16-4
Existing with Project Conditions—Intersection Level of Service PM Peak Hour

Intersection	PM Peak Hour Existing V / C	Existing LOS	Existing with Project V / C	Existing with Project LOS	Change in V/C	Significant Impact?
1. Lorena Street / Cesar Chavez Avenue-Brooklyn Place	0.510	A	0.515	A	0.005	No
2. Lorena Street / 1st Street	0.633	B	0.637	B	0.004	No
3. Indiana Street / 1st Street	0.400	A	0.400	A	0.000	No

Source: Linscott, Law & Greenspan (June 2015).

Table 4.16-5
Existing with Project Conditions—Intersection Level of Service for Saturday Peak Hours

Intersection	PM Peak Hour Existing V / C	Existing LOS	Existing with Project V / C	Existing with Project LOS	Change in V/C	Significant Impact?
1. Lorena Street / Cesar Chavez Avenue-Brooklyn Place	0.413	A	0.421	A	0.008	No
2. Lorena Street / 1st Street	0.521	B	0.525	B	0.004	No
3. Indiana Street / 1st Street	0.395	A	0.406	A	0.011	No

Source: Linscott, Law & Greenspan (June 2015).

Future with Project Impacts

Table 4.16-6, Future with Project Conditions—Intersection Level of Service AM Peak Hour; **Table 4.16-7, Future with Project Conditions—Intersection Level of Service PM Peak Hour;** and **Table 4.16-8 Future with Project Conditions—Intersection Level of Service for Saturday Peak Hours,** summarize the results of the future with Project conditions intersections analysis during the weekday morning and

afternoon and Saturday peak hours. Future Project traffic volumes include volumes associated with an ambient growth rate of 1.0 percent through 2017.

Table 4.16-6
Future (2016) with Project Conditions—Intersection Level of Service AM Peak Hour

Intersection	AM Peak Hour				Change in V/C	Significant Impact?
	Future Pre-Project		Future with Project			
	V / C	LOS	V / C	LOS		
1. Lorena Street / Cesar Chavez Avenue-Brooklyn Place	0.407	A	0.411	A	0.004	No
2. Lorena Street / 1st Street	0.582	A	0.584	A	0.002	No
3. Indiana Street /1st Street	0.424	A	0.429	A	0.005	No

Source: Linscott, Law & Greenspan (June 2015).

Table 4.16-7
Future (2016) with Project Conditions—Intersection Level of Service PM Peak Hour

Intersection	PM Peak Hour				Change in V/C	Significant Impact?
	Future Pre-Project		Future with Project			
	V / C	LOS	V / C	LOS		
1. Lorena Street / Cesar Chavez Avenue-Brooklyn Place	0.522	A	0.527	A	0.005	No
2. Lorena Street / 1st Street	0.648	B	0.653	B	0.004	No
3. Indiana Street / 1st Street	0.409	A	0.409	A	0.000	No

Source: Linscott, Law & Greenspan (June 2015).

Table 4.16-8
Future (2016) with Project Conditions—Intersection Level of Service for Saturday Peak Hours

Intersection	PM Peak Hour				Change in V/C	Significant Impact?
	Future Pre-Project		Future with Project			
	V / C	LOS	V / C	LOS		
1. Lorena Street / Cesar Chavez Avenue-Brooklyn Place	0.424	A	0.431	A	0.003	No
2. Lorena Street / 1st Street	0.533	B	0.538	B	0.005	No
3. Indiana Street / 1st Street	0.405	A	0.416	A	0.011	No

Source: Linscott, Law & Greenspan (June 2015).

The analysis summarized in **Table 4.15-6, 4.16-7** and **4.16-8** indicates that for peak hours, the addition of Proposed Project traffic would not cause the level of service to change at any of the study intersections, and that any increases in V/C would be less than the threshold for a significant impact to occur, since there is an average increase in V/C ratios of .003.

As previously mentioned, all of the study intersections are currently operating at LOS A or B during the peak hours. The forecast change in operations during the AM, PM and Saturday peak hours in comparing the Existing to Existing with Project conditions, as well as Future to Future with Project conditions, is determined to be less than significant at the three study intersections. Therefore, the Project-related traffic impacts are determined to be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact. No congestion management program (CMP) freeway-monitoring segment or intersection analysis is required, and there would be no Project-related impacts to the CMP. The Proposed Project would not conflict with any travel demand measures.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. This question would apply to the Proposed Project only if it involved an aviation-related use or would influence changes to existing flight paths. No aviation-related use would occur.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

d. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. A significant impact may occur if a project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions. The Proposed Project would not

include unusual or hazardous design features. However the Proposed Project will include new vehicular access driveways to the Project Site that, if not properly designed and constructed, could potentially conflict with pedestrian circulation in the Project area. The Proposed Project would not include unusual or hazardous design features and will include a new vehicular access to the Project Site, which would be properly designed and constructed to ensure the safety of pedestrian circulation in the Project area.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

e. Would the project result in inadequate emergency access?

Impacts would be less than significant. A significant impact may occur if a project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the project site or adjacent uses.

As stated in **Section 4.8, Hazards and Hazardous Materials,** The Proposed Project is not located on or near an adopted emergency response or evacuation plan.[74] Development of the Project Site may require temporary and/or partial street closures due to construction activities. While such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns and/or impede public access or travel upon public rights-of-way. Development of the Proposed Project may temporarily affect access on N. Lorena Street and E. 1st Street during construction.

As described previously, the Proposed Project would satisfy the emergency response requirements of the LAFD. There are no hazardous design features included in the access design or site plan for the Proposed Project that could impede emergency access. Furthermore, the Proposed Project would be subject to review requirements of the LAFD and the LAPD to ensure that all access roads, driveways, and parking areas would remain accessible to emergency service vehicles. The Proposed Project would not be expected to result in inadequate emergency access.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

f. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. For the purpose of this Initial Study, a significant impact may occur if a project would conflict with adopted polices or involve modification of existing alternative transportation facilities located on or off site.

The Proposed Project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the Proposed Project would not interfere with any Class I or Class II bikeway systems.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

Less than Significant Impact. Development of the Proposed Project in conjunction with the four related projects would result in an increase in average daily vehicle trips and peak-hour vehicle trips in the Central City area. The *Traffic Study* for the Proposed Project applied a 1-percent annual growth rate in traffic volumes, which was assumed per LADOT guidelines, in order to account for cumulative impacts. As noted previously all increases in V/C ratios in the AM, PM and Saturday peak hours would be less than the thresholds for a significant impact to occur and the Proposed Project's contribution to cumulative impacts is less than significant for all of the study intersections analyzed.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.17 UTILITIES AND SERVICE SYSTEMS

Impact Analysis

a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable (RWQCB). Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information that may be required by the appropriate RWQCB. The RWQCB then authorizes an NPDES permit that ensures compliance with wastewater treatment and discharge requirements. The LARWQCB enforces wastewater treatment and discharge requirements for properties in the Project area.

Wastewater from the Project Site is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP). The HTP is a public facility and therefore is subject to the State's wastewater treatment requirements. Wastewater from the Project Site would continue to be treated according to the wastewater treatment requirements enforced by the LARWQCB.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. Based on the *L.A.CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project completion and occupancy; (c) the amount by which the project would cause the projected growth in population, housing, or employment for the Boyle Heights Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Water Treatment Facilities and Existing Infrastructure

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,100 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Much of the water flows north to south, entering Los Angeles in Sylmar at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by the LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd). The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months; thus, the plant operates at between 75 and 90 percent capacity, respectively. Therefore, the LAAFP has a remaining treatment capacity of approximately 50 to 150 mgd, depending on the season.

As shown in **Table 4.17-1, Estimated Project Water Demand**, the Proposed Project would generate a demand for approximately 3,934 gallons per day (gpd) of water, significantly below available capacity. In accordance with the *L.A.CEQA Thresholds Guide*, the base estimated water demand was based on 120 percent of the Bureau of Sanitation sewerage generation factors for residential and commercial categories.[75] The estimate was then adjusted to reflect the 20 percent water conservation mandate pursuant to the LA Green Building Code. The LA Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation; meet and exceed Title 24 Standards updated by the California Energy Commission on in 2013; and meet 50 percent construction waste recycling levels. Consequently, based on the estimates provided in **Table 4.17-1,** implementation of the Proposed Project is not expected to measurably reduce the LAAFP's capacity of 600 mgd; therefore, no new or expanded water treatment facilities would be required. With respect to water treatment facilities, the Proposed Project would have a less than significant impact.

75 City of Los Angeles, Bureau of Sanitation, "Sewer Generation Factors," 2004.

Table 4.17-1
Estimated Project Water Demand

Type of Use	Size of Use	Demand Factor[a]	Daily Demand (gpd)
Mixed-Use Residential	49 du	80 gal/unit/day	3,920
Commercial	10,000 sq. ft.	96 gal/1,000 sq. ft./day	960
Subtotal	—	—	*4,880*
Less 20 Percent per LA Green Building Code			*976*
Total Project Demand			**3,934**

Note: sq. ft. = square feet; du = dwelling units; gal = gallons
a 120 percent sewage-generation loading factor

The required minimum fire flow for the development is estimated to be approximately 4,000 gpm based on the Proposed Project's scale and density. The existing fire hydrants located on N. Lorena Street and E. 1st Street are adequate for fire-flow needs for the Proposed Project; no new public fire hydrant installations are anticipated for the Proposed Project.

In the event that any further water main and/or other infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project area and would not create a significant impact to the physical environment. This is largely because (1) any disruption of service would be of a short-term nature, (2) the replacement of the water mains would be within public rights-of-way, and (3) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity. Potential impacts resulting from water infrastructure improvements would be less than significant.

Wastewater Treatment Facilities and Existing Infrastructure

Based on the criteria established in the *L.A.CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or the General Plan and its elements.

The Los Angeles Bureau of Sanitation provides sewer service to the Proposed Project area. Sewage from the Project Site is conveyed via sewer infrastructure to the HTP. The HTP treats an average daily flow of 362 million gallons per day (mgd) and has the capacity to treat 450 mgd.[76] This equals a remaining capacity of 88 mgd of wastewater able to be treated at the HTP.[77] As shown in **Table 4.17-2, Proposed Project Estimated Wastewater Generation**, the Proposed Project would generate approximately 3,149 gpd of wastewater, representing a fraction of 1 percent of the available capacity.

Table 4.17-2
Proposed Project Estimated Wastewater Generation

Type of Use	Size of Use	Wastewater Generation Rate (gpd/unit)[a]	Total Wastewater Generated (gpd)
Mixed-Use Residential	49 du	64 gpd/unit	3,136
Commercial	10,000 sq. ft.	80 gpd/1,000 sq. ft.	800
Total Wastewater Generation			*3,936*
Less 20 percent per LA Green Building Code			*787*
Total Project Wastewater Generation			**3,149**

Note: sq. ft. =square feet; du = dwelling units.
[a] *L.A.CEQA Thresholds Guide*, Exhibit M.2-12 (2006).

In accordance with the *L.A. CEQA Thresholds Guide*, the base estimated sewer flows were based on Bureau of Sanitation sewerage generation factors for residential and commercial categories.[78] The estimate was then adjusted to reflect the 20 percent water conservation mandate pursuant to the *LA* Green Building Code. As already noted, the LA Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation; meet and exceed Title 24 Standards updated by the California Energy Commission in 2013; and meet 50 percent construction-waste recycling levels. The HTP has a remaining capacity to treat an 88 additional mgd and would have adequate capacity to serve the Proposed Project.

Impacts would less than significant.

76 City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm.

77 City of Los Angeles Department of Public Works, Bureau of Sanitation, "Hyperion Treatment Plant," http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm.

78 Bureau of Sanitation (2004).

Mitigation Measures: No mitigation measures are required.

c. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities. As described previously, the Proposed Project would not result in a significant increase in site runoff. Runoff from the Project Site would be collected on- site and directed toward existing storm drains in the Project vicinity. The Proposed Project will be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain or treat the first ¾ inch of rainfall in a 24-hour period. Thus, the rate of post-development runoff and pollutants from the parking area would be reduced under the Proposed Project. The Proposed Project would not create or contribute water runoff that would exceed the capacity of existing or planned stormwater drainage systems.

No impacts would occur.

Mitigation Measures: No mitigation measures are required.

d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?

Less than Significant Impact. A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project completion; (c) the amount by which the project would cause the projected growth in population, housing, or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

According to the City's Urban Water Management Plan (UWMP), the City's projected demand for water during dry seasons would be 2,236,000 acre-feet per year (afy) for 2015 and 2,188,000 afy for 2020.[79]

As shown in **Table 4.17-1,** the Proposed Project's net increase for water demand would be 3,934 gpd or 4.4 afy. The Proposed Project's net increase for water demand would represent less than 0.1 percent of the City's total demand. Additionally, the proposed Project is consistent with growth projections in the *UWMP*. The UWMP projects adequate water supplies through 2020. As such, the Proposed Project would have a less than significant impact on water demand.

In addition, pursuant to LAMC Section 122.03(a), the Proposed Project is required to utilize water-saving devices, including but not limited to urinals equipped with flushometer valves, which flush with a maximum of 1.28 gallons. The Proposed Project would also comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures for landscaped areas.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements. As stated in **Section 4.17 (b)**, the sewage flow will ultimately be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the Proposed Project.[80]

Impacts would less than significant.

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79 City of Los Angeles Department of Public Works. *City of Los Angeles Urban Water Management Plan* (2011).

80 City of Los Angeles, Department of Public Works, Bureau of Sanitation, "Hyperion Treatment Plant."

Mitigation Measures: Mitigation measures are not required.

f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (CiSWMPP) or the Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the *SRRE*.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multifamily developments, private haulers provide waste collection services for most multifamily residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Within the City of Los Angeles, the Chiquita Canyon Landfill and the Manning Pit Landfill serve existing land uses within the City. Both landfills accept residential, commercial, and construction waste. The Chiquita Canyon Landfill currently has a remaining capacity of 4.9 million tons,[81] while the Manning Pit Landfill has a remaining capacity of 540,000 tons.[82] Thus, the Chiquita Canyon Landfill and Manning Pit Landfill combined have a remaining permitted daily intake of approximately 5.4 million tons. The Chiquita Canyon Landfill has an estimated remaining life of 4 years. An expansion of the Chiquita Canyon Landfill that would increase capacity by 23,872,000 tons (a 21-year life expectancy) is currently proposed, and it is anticipated that the Chiquita Canyon Landfill will have sufficient capacity to serve the Proposed Project.

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81 County of Los Angeles Department of Public Works, *2011 Annual Report, Los Angeles Countywide Integrated Waste Management Plan* (Alhambra, CA: County of Los Angeles Department of Public Works, August 2012).

82 County of Los Angeles Department of Public Works, "Spreading Facility Information," http://www.ladpw.org/wrd/spreadingground/information/facdept.cfm?facinit=21.

The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. The solid waste disposal needs would be directed to the local recycling facilities and landfills described above. Based on a gross development size of 55,153 square feet and a standard waste generation rate of 4.38 pounds/square foot, it is estimated that the construction of the Proposed Project would generate approximately 121 tons of debris during the construction process.[83]

As shown in **Table 4.17-3, Expected Operational Solid Waste Generation,** the Proposed Project's net generation during the life of the Proposed Project would be 256 pounds per day. This estimate is conservative because it does not factor in any recycling or waste diversion programs.

Table 4.17-3
Expected Operational Solid Waste Generation

Type of Use	Size	Waste Generation Rate[a] (lb./unit/day)	Total Solid Waste Generated (lb./day)
Mixed-Use Residential	49 du	4 lb./du/day	196
Commercial	10,000 sq. ft.	.006 lb./sq. ft./day	60
Total Project Waste Generation			**256**

Note: sq. =square feet; du = dwelling units.
a City of Los Angeles Bureau of Sanitation, Solid Waste Generation, 1981. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.

The Proposed Project's solid waste would be handled by private waste collection services. The amount of solid waste generated by the Proposed Project is within the available capacities at area landfills.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

g. Would the project comply with federal, State, and local statutes and regulations related to solid waste?

Less than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Proposed Project would generate solid waste that is typical of a residential mixed-use building with ground-floor retail uses and would comply with all federal, State, and local statutes and regulations regarding proper disposal.

83 US EPA Report No. EPAA530-98-010. Characterization of Building Related Construction and Demolition Debris in the United States, June 1998, page A-1. http://www.epa.gov/wastes/hazard/generation/sqg/cd-rpt.pdf.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Energy

Less than Significant Impact. CEQA Appendix F: Energy Conservation states that the goal of conserving energy implies wise and efficient energy use. The means of achieving this goal include decreasing overall per capita energy consumption; decreasing reliance on fossil fuels such as coal, natural gas, and oil; and increasing reliance on renewable energy sources. Energy conservation implies that a project's cost effectiveness be reviewed in terms of energy requirements and the corresponding monetary cost.

Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on energy shall be made considering the following factors: (a) the extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure, or capacity-enhancing alterations to existing facilities; (b) whether and when the needed infrastructure was anticipated by adopted plans; and (c) the degree to which the project design and/or operations incorporate energy conservation measures, particularly those that go beyond City requirements. A significant impact would occur if the Proposed Project required additional energy supply facilities and/or distribution infrastructure, creating significant direct or indirect impacts to the environment.

The proposed Project would comply with the California Energy Commission 2013 Building Energy Efficiency Standards (Title 24, Part 6). The Standards focus on several key areas to improve the energy efficiency of newly constructed buildings, and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations. The 2013 Standards also include updates to the energy efficiency divisions of the California Green Building Code Standards (Title 24, Part 11). A set of prerequisites has been established for both the residential and nonresidential Reach Standards, which include efficiency measures that should be installed in any building project striving to meet advanced levels of energy efficiency. Energy Commission staff estimates that the implementation of the 2013 Building Energy Efficiency Standards may reduce Statewide annual electricity consumption by approximately 613 gigawatt-hours per year, electrical peak demand by 195 megawatts, and natural gas consumption by 10 million therms per year. Some of these Standards are:

1. Installed gas-fired space heating equipment shall have an Annual Fuel Utilization Ratio (AFUE) of 0.90 or higher.

2. Installed electric heat pumps shall have a Heating Seasonal Performance Factor (HSFP) of 8.0 or higher.

3. Installed cooling equipment shall have a Seasonal Energy Efficiency Ratio (SEER) higher than 13.0 and an Energy Efficiency Ratio (EER) of at least 11.5.

4. Installed tank-type water heaters shall have an Energy Factor (EF) higher than 0.6.

5. Installed tankless water heaters shall have an EF higher than 0.80.

6. Duct-leakage testing shall be performed to verify a total leakage rate of less than 6 percent of the total fan flow.

7. Building lighting in the kitchen and bathrooms within the dwelling units shall consist of at least 90 percent ENERGY STAR qualified hard-wired fixtures (luminaires).

Compliance with the Los Angeles Green Building Code Tier 1 requirements include a requirement to exceed the 2008 energy efficiency standards defined in the California Energy Code Title 24, Part 6, by 15 percent.

Mitigation Measures: No mitigation measures are required.

Cumulative Impacts

Less than Significant Impact. As previously mentioned, the water demand for the Proposed Project would be 3,934 gpd. Water demand for the Project plus four related projects would be approximately 0.33 million gallons per day (mgd), significantly below the capacity of the LAAFP, which is able to treat approximately 600 mgd. Therefore, the LAAFP has the capacity to treat water for the Project and all related projects. With regard to stormwater, the Proposed Project and all related projects would be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain or treat the first ¾ inch of rainfall in a 24-hour period, and therefore would not create or contribute water runoff that would exceed the capacity of the City's stormwater drainage system. Finally, wastewater from the Project Site, as well as from related projects, would be conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the HTP and would be treated according to the wastewater treatment requirements enforced by the LARWQCB. The Project plus related projects would generate approximately 0.26 mgd, significantly below the capacity of the HTP which is able to treat approximately 88 mgd.

Implementation of the Proposed Project in conjunction with the four related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. Although there are several proposals for new landfills in the region, there are currently few viable options for the disposal of City of Los Angeles waste past 2029 due to a lack of space. The

Proposed Project would contribute approximately 47 tons of solid waste per year. The Project plus related projects would generate approximately 3,803 tons of solid waste per year, representing under 1 percent of the current remaining capacity of the Chiquita Canyon Landfill and the Manning Pit Landfill, which combined have a remaining permitted daily intake of approximately 5.4 million tons. As with the Proposed Project, related projects would participate in regional source reduction and recycling programs, significantly reducing the number of tons deposited in area landfills. Although there is currently adequate capacity to accommodate the cumulative disposal needs of the Proposed Project and related projects, it should be noted that continued capacity beyond the year 2029 is uncertain and speculative to address in this Initial Study. Solutions to resolve the regional solid waste disposal needs are continuously being investigated at the State, regional and local levels. Nevertheless, since there is currently adequate capacity to accommodate the cumulative disposal needs of the Proposed Project and related projects, the Project's operational solid waste demands are less than cumulatively considerable.

Cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

Impact Analysis

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No Impact. A significant impact may occur only if the Proposed Project would have an identified potentially significant impact for any of the environmental topics addressed in this Initial Study. The Proposed Project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources and less than significant cultural resource impacts, provided the mitigation measures listed previously are implemented. The Proposed Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or prehistory.

No impact would occur.

Mitigation Measures: No mitigation measures are required.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less than Significant Impact. A significant impact may occur if the Proposed Project, in conjunction with the four related projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. As concluded in this analysis, the Proposed Project's incremental contribution to cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and utilities would be less than significant.

Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant with Project Mitigation. A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Proposed Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less than significant levels through the implementation of the applicable mitigation measures noted in **Sections 4.1** through **4.17.**

Impacts would be less than significant with mitigation incorporated.

Mitigation Measures: Applicable mitigation measures noted in **Sections 4.1** through **4.17** would be required.

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6.0 LIST OF PREPARERS

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Los Angeles Department of City Planning

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LA GEECS

Greg Shoop <greg.shoop@lacity.org>

usc health sciences campus condition

1 message

Shana Bonstin <shana.bonstin@lacity.org> Thu, Sep 10, 2015 at 12:57 PM
To: Greg Shoop <greg.shoop@lacity.org>

Hi Greg. I wrote it up for you.....

2. Site Plan. The uses and development.....and floor plans labeled "Revised Exhibit A" as modified by the City Planning Commission. Prior to the issuance of any permits.....Department of City Planning, Metro Neighborhood Project Section for verification of compliance with the imposed conditions.

a) The five pedestrian access points identified in slide ___ of the Applicants Presentation to CPC on September 10th, 2015, shall be designed with increased visibility and access. Stairways shall be increased to approximately 10 feet.

b) A stairway from the sidewalk to the elevated outdoor platform (?) shall be added at the corner of San Pablo and Alcatraz (street/road).

c) Additional articulation on the East Elevation shall be added to visible walls in the form of additional and varied finishes, greenwalls (climbing vegetation) and solar panels. There shall be no blank walls unless they

d) For all elevations, facade features or finishes in addition to the beige, yellow, and brick walls shall be added to provide visual interest.

e) A landscape and irrigation plan shall indicate compliance with the Landscape Ordinance section——of the LAMC. Vegetation planters shall be increased in size to accommodate full growth as depicted on the landscape plan.

f) Solar panels shall be incorporated on the roof (?) shall be or may be?

***make sure your powerpoint and applicant's powerpoint is included in the case file.

—

Los Angeles Department of City Planning

Shana Bonstin, Senior City Planner
Plan Implementation Division-Metro Neighborhood Projects
200 North Spring Street, Room 621, Los Angeles, 90012
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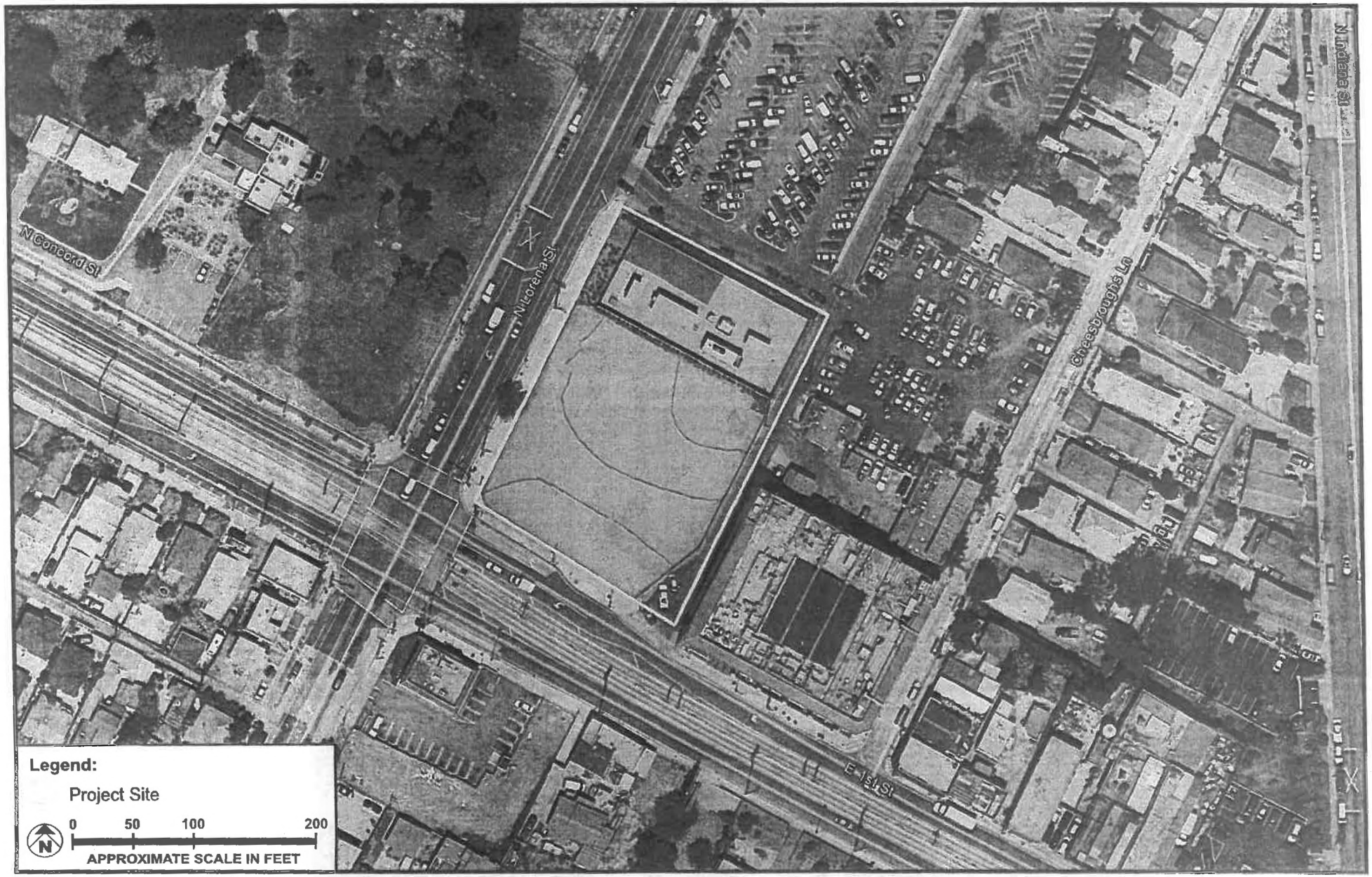


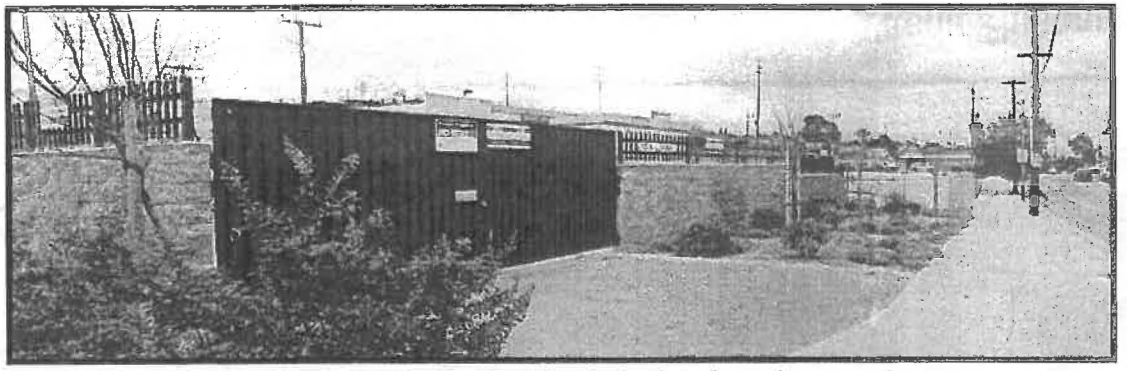
SOURCE: Google Earth - 2014; Meridian Consultants, LLC - 2014

FIGURE **2.0-2**

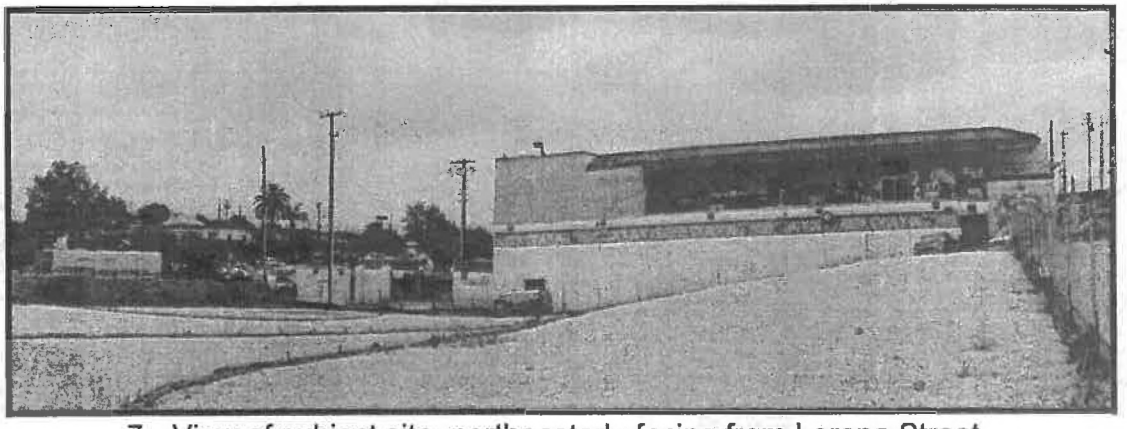
Meridian Consultants

Aerial Photograph of the Project Site

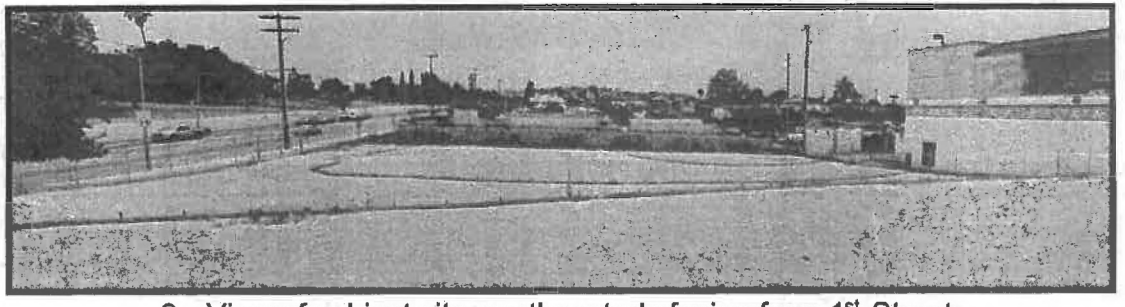
069-001-14



2. View of subject site, southerly facing from Lorena Street



7. View of subject site, northeasterly facing from Lorena Street.



9. View of subject site, northeasterly facing from 1st Street.

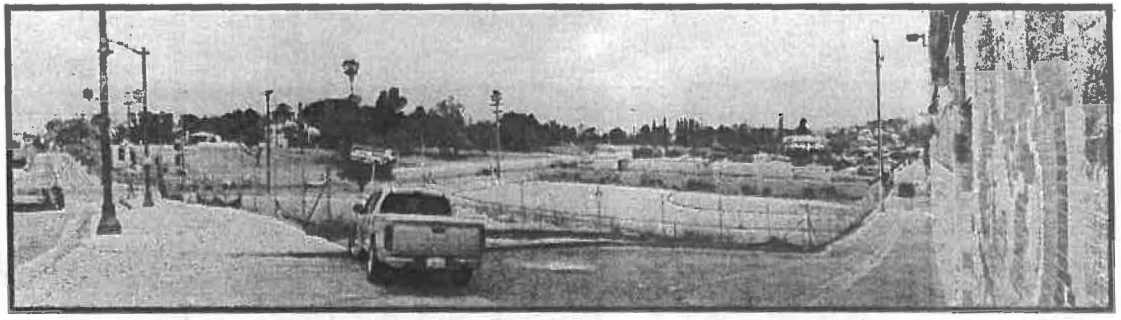
SOURCE: Meridian Consultants, LLC - 2014

FIGURE **2.0-3**

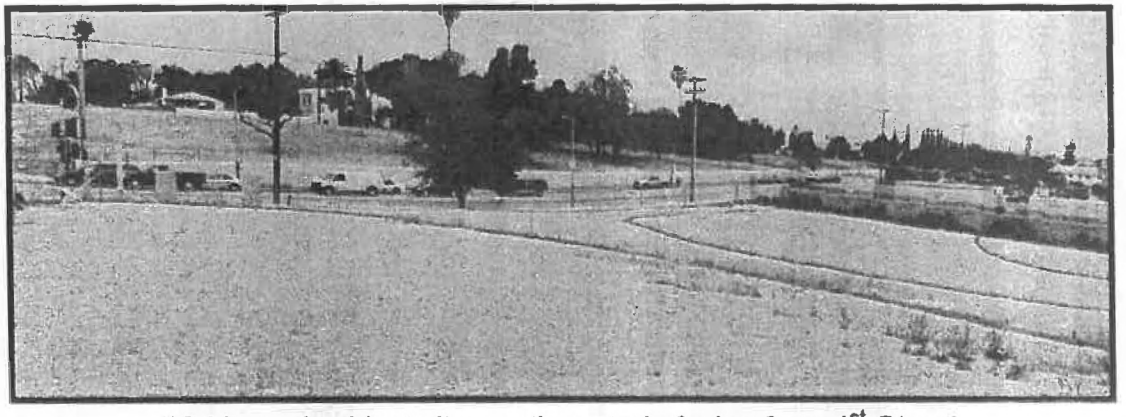
Meridian Consultants

Existing Conditions

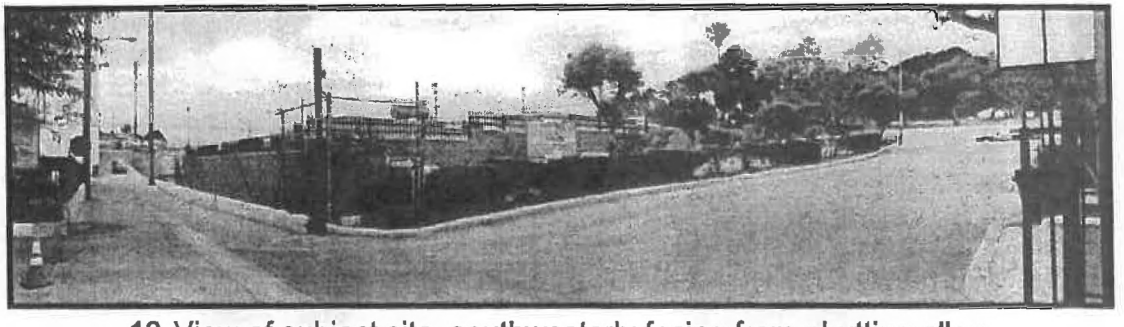
069-001-14



11. View of subject site, northwesterly facing from 1st Street.



12. View of subject site, northwesterly facing from 1st Street.



13. View of subject site, southwesterly facing from abutting alley.

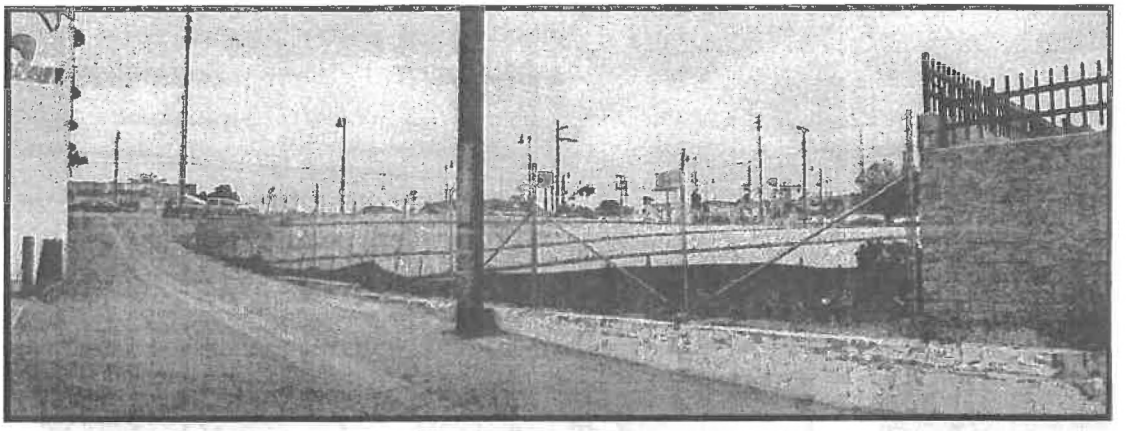
SOURCE: Meridian Consultants, LLC - 2014

FIGURE **2.0-4**

Meridian Consultants

Existing Conditions

069-001-14



14. View of subject site, southwesterly facing from abutting alley.



15. View of subject site, southwesterly facing from abutting alley.



21. View of abutting alley, northeasterly facing from 1st Street.

SOURCE: Meridian Consultants, LLC - 2014

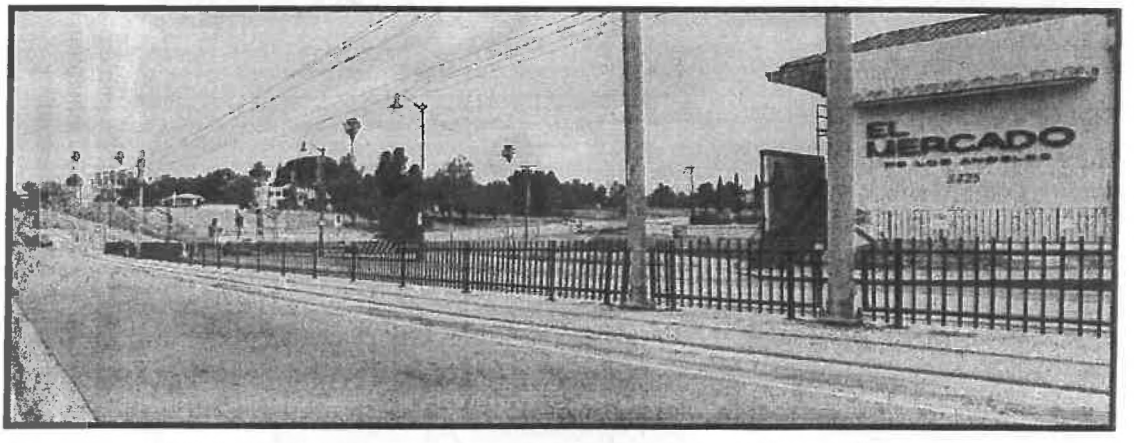
FIGURE **2.0-5**

Meridian Consultants

Existing Conditions

069-002-14





10. View of subject site, northwesterly facing from 1st Street.

SOURCE: Meridian Consultants, LLC - 2014

FIGURE **2.0-6**

Meridian Consultants

Existing Conditions

069-002-14



Legend:

Project Site

NOT TO SCALE

A1-1XL: Agricultural
C2-1: Commercial
[Q]P-1: Parking
R3-1: Residential
[Q]C2-1: Something
RD1.5-1: Something
R2-1: Something

SOURCE: Zimas - 2014

FIGURE **2.0-7**

Meridian Consultants

Zoning Map

069-001-14

3.0 PROJECT DESCRIPTION

PROPOSED DEVELOPMENT

The Proposed Project is seeking a 4- to 5-story, 90,000-square-foot mixed-use building on the Project Site containing 49 apartment units and approximately 10,000 square feet of ground-floor retail commercial space. The Project Site consists of approximately 1.27 acres (55,153 square feet) located within the C2-1 and R3-1 Zones.

The southern portion of the building, located in the C2-1 zone on E. 1st Street and wrapping around N. Lorena Street will be 5 stories. As shown in **Figure 3.0-1, Proposed Building Site Plan**, the portion oriented towards E. 1st Street will contain 4 stories of apartment units over the ground floor retail commercial space, with one level of subterranean parking. The ground floor would also contain a residential lobby, pedestrian plaza, and residential courtyard. The northern portion of the building, located in the R3-1 zone, will be 4 stories with a maximum height of 51 feet and will contain 3 stories of apartment units over a ground level parking. Project development would only occur on the vacant two-thirds of the Project Site (which is then further separated into "northern" and "southern" portions); the existing brick wall separating the northern third of the Project Site containing the traction power station would remain; and the traction power station would remain unchanged by the Proposed Project.

Architectural Design

As displayed in **Figure 3.0-2, Proposed Building Elevation,** the portion of the Proposed Building located within C2-1 zoning would be approximately 70 feet in height to the top of the roof, and the portion located within R3-1 zoning would be 51 feet in height to the top of the roof. Architectural materials would include a mix of aluminum composite panels, perforated sheet metal guardrails, fiber cement boards, wood slat screens and railings, exterior cement plaster, and glass.

Open Space and Landscaping

The Proposed Project would provide residential open space as required by the Boyle Heights Community Plan. Based on the number of units and the unit types, approximately 6,175 square feet of open space would be required. Approximately 7,500 square feet of open space is proposed. Approximately 1,875 square feet of this open space would be landscaped.

Floor Area

The zoning designation for the Project Site is split between C2-1 and R3-1. Because the Project Site is within two zoning designations, the FAR is calculated separately for each zoning designation. The total site area for the lots zoned C2-1 is 27,201 square feet; buildable area of this area is 22,677 square feet.

ATTACHMENT C

Substitute Environmental Mitigation Measures

12. **Hazardous Materials.**
(a) Pursuant to the Los Angeles Building Code, the Applicant will engage in the Construction Site Plan Review (CSPR) process with the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR). The CSPR process includes, but is not limited to locating, excavating, and conducting a methane leak test on the well, providing DOGGR with a site plan indicating the footprint of the proposed structure and well location, and provide DOGGR with a well evaluation and work plan to re-abandon the well, as necessary. Any well abandonment plan shall be prepared by a licensed Petroleum Engineer and shall be reviewed and approved by the City's Petroleum Administrator. All well abandonment shall be consistent with DOGGR requirements and all well abandonment activities shall be open to inspection to the Petroleum Administrator and/or his/her designee to ensure public health and safety, regulatory consistency, and industry best practices.

(b) Prior to the issuance of any grading or building permits related to the construction of the Project, Applicant shall retain a qualified environmental professional (as defined in Title 40 Code of Federal Regulations § 312.10 Definitions) to conduct a Phase II environmental site assessment of the project site and submit the assessment to the Department of City Planning. If the Phase II environmental site assessment determines hazardous and/or toxic substances are located on the project site, Applicant shall consult with appropriate oversight agencies, including the department of Toxic Substances Control and the Los Angeles Regional Water Quality Control Board, and implement remediation measures to minimize human exposure and prevent further environmental contamination. No grading or building permits shall be issued until a letter of No Further Action Letter is obtained, if required, from an appropriate agency.

13. **Public Services (Fire Protection).** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

14. **Public Services (Police).** The plans shall incorporate the Design Guidelines (defined in the following sentence) relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project Site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department. These measures shall be approved by the Police Department prior to the issuance of building permits. In addition, the Applicant agrees to provide the following:

A. One dwelling unit will be designated for an on-site property manager;
B. Two case managers will be present for the Project;
C. Tenants will be asked to sign a disclosure statement acknowledging the restaurant hours and operations at El Mercado;
D. A comprehensive surveillance system (cameras) will be provided;
E. Signs will be posted in the Lorena Plaza garage indicating no parking at the El Mercado lot.
F. A 24-hour "hot line" phone number shall, be provided for the receipt of complaints from the community regarding the subject facility. It will be posted in location(s) in plain view and accessible to the general public.

Additional Conditions

General Description and Operations

1. The 49-unit building, a mix of one-, two-, and three-bedroom apartments, will primarily serve families. 50% of the apartments (24 units) will be reserved primarily for families experiencing homelessness, of which 50% will be for families with disabilities (12 units). The remaining 50% (24 units) will be regular affordable apartments, targeting veterans and their families.

Design and Construction

1. All windows and openings facing El Mercado's building will be removed.
2. Sound reduction methods (e.g. thicker walls and insulation) will be incorporated throughout the project, including the walls facing El Mercado. These measures will serve to reduce sound coming from El Mercado operations during the life of the proposed Project.
3. The building along 1st Street will be set back greater than the standard sidewalk to increase El Mercado's visibility for traffic heading eastbound on 1st Street as specified in Exhibit A (Plot Plan).

Traffic and Parking

1. The project will provide a 2.5' setback along the alley to accommodate the potential for a future widening for a two-way alley along the development site. The applicant will undertake the coordination for City approval.
2. Resident tenants' cars will have "Lorena" parking stickers to make vehicles easily identifiable.

Commercial Space

1. Community-serving uses will be incorporated into the general commercial space, such as an early learning center/childcare facility.



gonzálezGOODALE

LORENA PLAZA
MIXED USED DEVELOPMENT

Attachment D

Additional Measures Regarding
Archeological and Paleontological Resources

Metro is requiring the following mitigation measures be implemented in addition to those specified in the Mitigated Negative Declaration prepared for the Project by the City of Los Angeles (City of Los Angeles, Department of City Planning, No. ENV-2014-2392-MND) originally adopted by the Director of Planning on March 2, 2016, as amended by the City Council on March 6, 2018 to include the "Substitute Environmental Mitigation Measures" set forth in the revised Exhibit A to the Department of City Planning's Letter of Determination for the Project:

1. Prior to any Project-related earth-moving activity, Developer shall retain the services of a vertebrate paleontologist approved by the Natural History Museum of Los Angeles County Vertebrate Paleontology Section (the "**Approved Paleontologist**") to manage a paleontologic resource impact mitigation program in support of earth-moving activities associated with construction.

2. The Developer shall provide Metro with a report from the Approved Paleontologist that indicates such Approved Paleontologist's determination whether construction of the Project has the potential, with respect to the soil on the Site, to require excavation or blasting of parent material in older alluvium or in any younger alluvium lying below the uppermost five feet of such alluvium.

3. Where avoidance of parent material in older alluvium and in any younger alluvium lying below the uppermost five feet of such alluvium is not feasible, Developer shall:

    3.1. Ensure that all on-site construction personnel receive Worker Education and Awareness Program (WEAP) training that (a) educates such personnel in the regulatory framework that provides for protection of paleontological resources, and (b) provides such personnel with a familiarity with the diagnostic characteristics of the materials with the potential to be encountered and the appropriate procedures to be implemented if fossil remains are uncovered by earth-moving activities.

    3.2. Ensure that the Approved Paleontologist prepares a Paleontological Resource Management Plan ("**PRMP**") to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction.

    3.3. Ensure that the Approved Paleontologist oversees the implementation of the PRMP, if unique paleontological resources are encountered during any excavation or blasting activities on the Site.

    3.4. Monitor blasting and earth-moving activities in older alluvium and in any younger alluvium lying below the uppermost five feet of such alluvium using a qualified

paleontologist or an archeologist that is cross-trained in paleontology (the "**Monitor**") to determine if unique paleontological resources are encountered during any excavation or blasting activities, consistent with the Approved Paleontologist's specified protocols or other comparable protocols.

3.5. Ensure that the Monitor recovers fossil remains uncovered by earth-moving activities.

3.6. Ensure that the Monitor records associated specimen/sample data (taxon, element) and corresponding geologic (stratigraphic rock unit, stratigraphic level, lithology) and geographic site data (location, depth), and will plot site locations on maps of the study area.

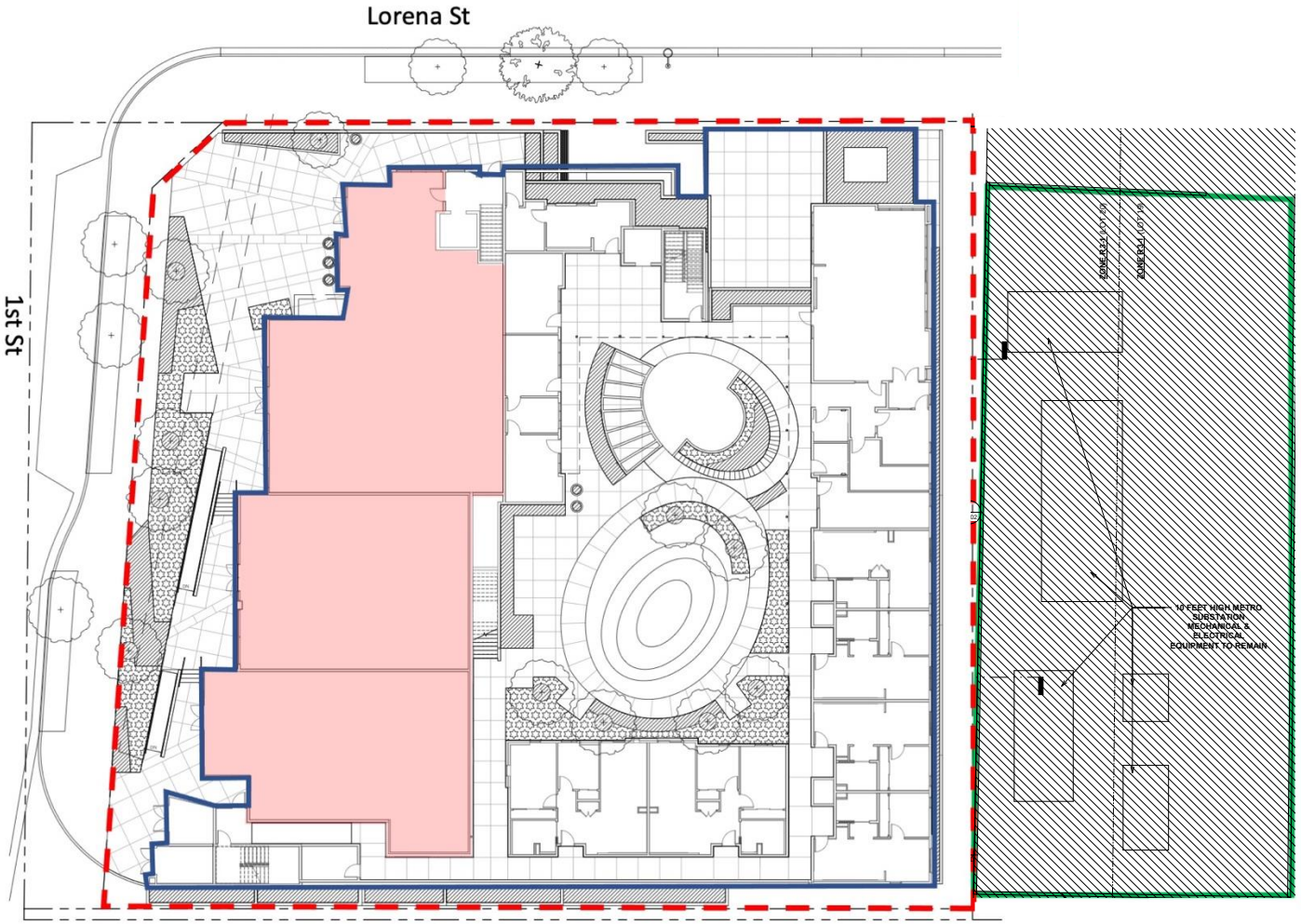
3.7. Ensure that all identifiable fossil remains are fully treated and that such treatment includes preparation of the remains by a paleontologic technician to the point of identification; identification to the lowest taxonomic level possible by knowledgeable paleontologists; curating and cataloguing the remains, plotting fossil site locations on maps of the study area, and entry of associated specimen data and corresponding geologic and geographic site data into appropriate computerized data bases by the technician; placement of the remains in the appropriate museum repository fossil collection for permanent storage and maintenance; and archiving of all associated data at the appropriate museum repository, where the data, along with the fossil remains, will be made available for future study by qualified scientific investigators. (Vertebrate and invertebrate fossil remains will be placed in the Natural History Museum of Los Angeles County's Vertebrate Paleontology and Invertebrate Paleontology Sections, respectively. Fossil plant remains will be placed in the University of California Museum of Paleontology.)

3.8. Ensure that the Approved Paleontologist prepares a comprehensive final report of results and findings that describes study area geology/stratigraphy, summarizes field and laboratory methods used, includes a faunal list and an inventory of curated/catalogued fossil remains, evaluates the scientific importance of the remains, and discusses the relationship of any newly recorded fossil site in the study area to relevant fossil sites previously recorded from other areas.

4. Prior to commencement of any construction, the Developer shall retain a qualified archaeologist meeting the Secretary of Interior's Professional Qualifications Standards for archaeology to (a) prepare a Cultural Resources Monitoring and Treatment Plan for known and unknown resources that are eligible or potentially eligible for the California Register or are unique archaeological resources; and (b) oversee any Monitors proposed in the plan.

Attachment E

Site Plan and Renderings



Ground leased premises

Project building footprint

Existing Metro L (Gold) Line Traction Power Substation

Commercial space



View facing northeast from 1st and Lorena St



View facing east from Lorena St



Next stop: vibrant communities.

1st & Lorena Joint Development

Planning & Programming Committee

February 17, 2021

Legistar File: 2020-0834



Metro

Recommendations

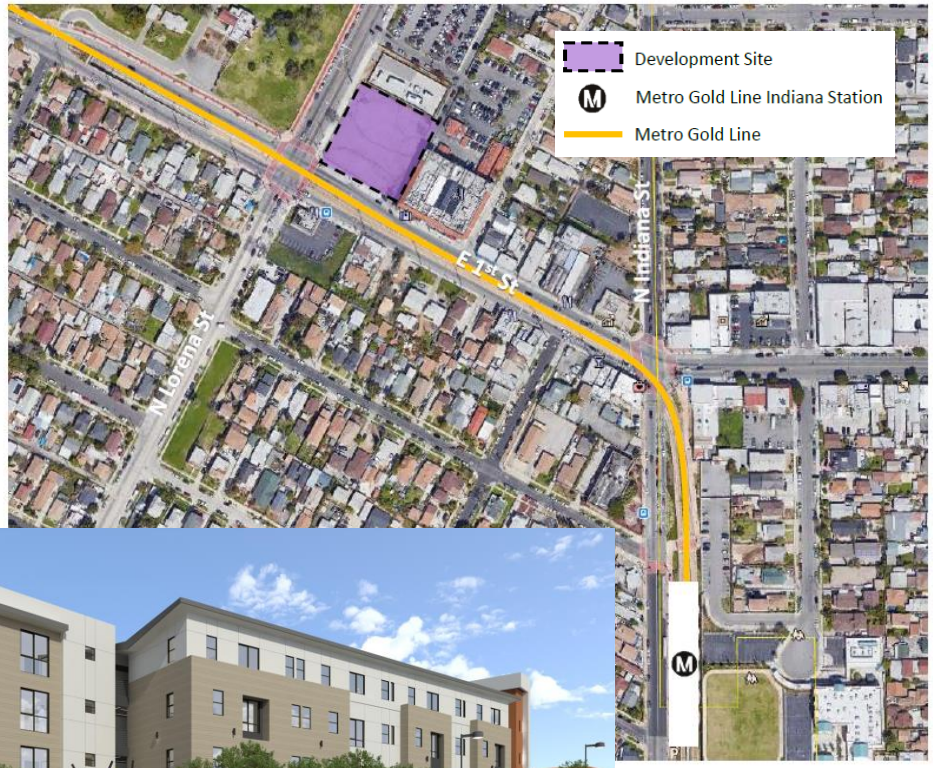
AUTHORIZE execution of a JDA, ground lease and other development-related documents with A Community of Friends, or an affiliate thereof, for the construction and operation of a mixed-use affordable housing project on a portion of the Metro-owned property at the northeast corner of 1st and Lorena Streets in Boyle Heights in accordance with a term sheet attached to the Board report

AUTHORIZE an exception to the Joint Development Policy, to allow for a $711,963 (approximately 57%) discount to the $1,254,963 adjusted fair market capitalized rent for the development site, which is above the current policy limit of 30%

ACTIONS related to the environmental review and clearance of the project

Site/Project Overview

- Development Site:
  - 0.8-acre portion of 1.3 acres of Metro property
- Proposed Project:
  - 49 apartments (32 PSH units for formerly homeless; 16 family affordable units; and one manager's unit)
  - Up to 7,500 sq. ft. of commercial space





Metro

Background/Outreach

- ENA executed in June 2013
- CEQA-related administrative appeals and litigation have added almost four years to the development process, along with additional cost
- Proposed project is fully entitled and CEQA cleared by the City of LA; partially funded; construction plans are 75% complete
- Developer-led outreach has included
  - General community meetings/workshops
  - Meetings with community stakeholders (including community organizations, tenants, property owners and small businesses)
  - Two community open houses at one of the Developer's completed supportive housing developments in Lincoln Heights
  - Door-to-door direct engagement with residents in the area surrounding the development site
  - Multiple meetings with the BHNC, the BHNC PLUC and the Metro-established Boyle Heights Joint Development Design Review Advisory Committee (most recently in December 2020)

Key JDA & Ground Lease Terms

- Key JDA Terms
  - Metro's receipt of $1,131/month holding rent, which will be applied to the capitalized rent due under the ground lease
  - Recovery of certain Metro support costs via developer deposits
  - Conditions for execution of the ground lease

- Key Ground Lease Terms
  - 75-year term, with no options to extend
  - $543,000 capitalized rent
  - Percentage of project rent (25%) for the commercial space
  - Percentage of net proceeds (20%) from sales and refinancings
  - Pro-rata share of developer construction cost savings
  - Affordable housing occupancy restricted to households earning 30-50% of AMI

Oil Well/Capitalized Rent Discount

- An exploratory oil well (abandoned in 1949) on the site needs to be re-abandoned to current regulatory standards
- Developer will complete the re-abandonment at its cost (est. $1,460,037), a substantial commitment given the unknown nature of this work.
- Fair market capitalized rent for the development site has been adjusted downward from $2,715,000 to $1,254,963 to reflect re-abandonment cost
- $543,000 in capitalized rent represents a discount of 57% ($711,963) off the adjusted rent, which is in excess of the JD policy limit of 30%
- Proposed discount is necessary for the project's financial feasibility after analyzing project's finances and funding alternatives
- The proposed higher discount results from the following factors:
  - Extra costs related to CEQA litigation
  - Current reduced tax credit valuations = less equity for the project
  - Restricted affordable rents that cannot be set to absorb higher costs
  - Limited or restricted public subsidies available to support the project

Next Steps

- Execute the JDA
- Finalize project design and community updates
  - BHNC PLUC in 1st quarter of 2021
- Meet the conditions necessary for Ground Lease execution:
  - Secure all project financing, including tax credit equity
  - Satisfy entitlement-related conditions/Secure building permits
- Execute the Ground Lease and start construction (anticipated in 4th quarter of 2021)
- Complete construction (anticipated in 4th quarter of 2023)

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2020-0861, **File Type:** Informational Report **Agenda Number:** 15.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2021**

SUBJECT: EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR: SUPPLEMENTAL STUDY OF THE SAN FERNANDO SHARED RAILROAD RIGHT-OF-WAY IN SYLMAR, PACOIMA AND THE CITY OF SAN FERNANDO

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the response to Board Motion 10.1 (Attachment A, Legistar File 2020-0024 Najarian, Kuehl) on the December 2020 Board report for the East San Fernando Valley Transit Corridor (ESFVTC) Final Environmental Impact Report (Legistar File 2020-0780). The Final EIS/EIR is available on the Project website at: www.metro.net/projects/east-sfv <http://www.metro.net/projects/east-sfv>.

ISSUE

The December staff report had recommended further study of the 2.5-mile shared railroad right-of-way along San Fernando Road. The motion additionally directed that
“the CEO direct staff to develop a plan to complete the necessary studies as expeditiously as possible. The plan should include an analysis of data and a path forward for all parties, including Metrolink, with mitigative options, which may or may not include grade separations, be brought back to the Planning and Programming Committee in February 2021”.

BACKGROUND

At its December 3, 2020 meeting the Board certified in accordance with the California Environmental Quality Act (CEQA) the Project’s Final Environmental Impact Report (FEIR), which included an option to construct the Project in phases. At that meeting the Board was informed of concerns received from the Southern California Regional Rail Authority (SCRRA or Metrolink) and the City of San Fernando related to the shared railroad right-of-way portion of the ESFVTC alignment. The SCRRA and City of San Fernando pointed out that the FEIR assumed one shared Metrolink/Union Pacific Railroad (UPRR) set of tracks and two sets of light rail transit (LRT) tracks would cross five signalized intersections in the cities of Los Angeles and San Fernando. They pointed out that there was renewed interest in adding a second set of tracks along the same shared rail right-of-way for the Metrolink and UPRR lines. If constructed, there would be four sets of tracks along the shared rail right-of-way, which would pose unique safety and traffic related challenges. Letters received from

Metrolink and the City of San Fernando are included in Attachment B.

In response, the Board instructed staff to move forward with the Project. This Board action will enable Metro staff to initiate right-of-way acquisition and utility relocation on the Van Nuys Blvd portion of the alignment while conducting further study on the shared railroad right-of-way portion of the alignment.

DISCUSSION

Since receiving the Board's December 3, 2020 motion, staff has prepared a draft scope of work (SOW) for the Supplemental Study in coordination with the SCRRA and the City of San Fernando. Staff will include SCRRA and City of San Fernando in all phases of the study and will include the City of Los Angeles with regard to segments of the track in the communities of Sylmar and Pacoima. Elements of the study include the following:

Task 1: Alternatives Definition: One of the purposes of the new study will be to identify additional alternatives for the 2.5-mile, railroad right-of-way that is owned by Metro but shared with Metrolink and UPRR. All three of the new alternatives to be considered would extend much needed mass transit service to the City of San Fernando which is consistent with past Board actions. The new alternatives to be evaluated for comparison to the locally preferred alternative (LPA) include:

1. Full-Build: Quadruple Track from Van Nuys Boulevard to Sylmar/San Fernando Metrolink Station (two tracks for LRT and two shared tracks for Metrolink and UPRR).

2. ESFVTC Initial Operational Segment (IOS) With New Connection: Build the IOS (Phase 1), create a new transfer connection station/hub at Van Nuys/San Fernando, and complete Metrolink/UPRR double track between Van Nuys and Sylmar/San Fernando to support increased frequencies on Metrolink in this segment to feed into Phase 1 of the IOS.

3. Federal Railroad Administration (FRA)-Compliant Light Rail: Build ESFVTC to FRA Tier-III Compliant standards for Light Rail, which at a minimum would make it easier and safer for the ESFVTC to share the shared corridor, and could open the door to shared tracks solutions that benefit both the ESFVTC and Antelope Valley Line (AVL) with more efficient, phased investment.

Task 2: Updated Vehicle Counts and Traffic Circulation Modifications
Metro shall work with the City of San Fernando and Los Angeles to determine locations for updated traffic counts. In the event that COVID-19 conditions do not allow reasonable forecasting, Metro shall work with the cities to devise a mutually agreeable method for forecasting existing counts and future traffic forecasts.

Task 3: Grade Crossing & Corridor Safety Analysis: For the above-listed Full-Build Alternative, Metro will complete a grade-crossing safety study for four sets of tracks that would cross the six signalized intersections along the 2.5-mile shared right-of-way. These crossings are located at Van Nuys Boulevard, Paxton, Jessie/Wolfskill, Brand, Maclay and Hubbard. The grade-crossing safety study will assess the safety and traffic impacts that may result from four sets of tracks on autos, bikes and

pedestrians and consider the merits and feasibility of grade separating one of more of the intersections.

Task 4: Constraints Analysis: Adjacent land uses and other constraints may limit project design options. Minimizing impacts to adjacent roadways and land uses shall be evaluated for each alternative.

Task 5: Alignment Design and Refinement: The current FEIS/FEIR design plans shall be updated to incorporate the new studies and alternatives. Any modifications to right-of-way requirements will be identified.

Task 6: Safety Assessment for Corridor Motorists, Bicycles and Pedestrians: In the City of San Fernando, because all alternatives would include at least one new set of tracks being constructed near the San Fernando Middle School and adjacent to the San Fernando Police Department (SFPD), updated traffic and pedestrian counts will be completed. These counts will be utilized to consider auto waiting times at signalized intersections, as well as potential safety impacts to the school and SFPD. For each of the newly assessed alternatives, the study will determine if there would be new real estate acquisition impacts and if so, would impacts be acceptable to the cities of San Fernando and Los Angeles. Similar analysis will be conducted along the City of Los Angeles portions of the alignment.

Task 7: Alternatives Analysis and Final Report: In cooperation with SCRRA and the cities of San Fernando and Los Angeles, the project alternatives will be refined and evaluated. Based on the evaluation, one recommended alternative shall be identified for public review and comment.

DETERMINATION OF SAFETY IMPACT

There are no safety impacts that will result from the study. The study has been written to assist Metro in identifying ways in which it can better address safety concerns raised by the SCRRA and the City of San Fernando.

FINANCIAL IMPACT

The existing Project budget contains no funds for this study. Funds will need to be added to the FY 2021-22 budget in Cost Center 4350 (Systemwide Team 4) in order to award the consultant contract. Metro is reviewing the study's eligibility to utilize funding from an existing State of California grant, awarded to Metro under the 2018 Transit and Intercity Rail Capital Program (TIRCP), for the purpose of studying passenger rail network integration. If this study is determined to be eligible for the State grant fund's then there would be no impact to the Project budget.

Impact to Budget

The study will have no impact on the FY 2020-21 budget. The Senior Executive Officer of Systemwide Planning in Countywide Planning and Development will be responsible for budgeting funds in FY 2021-22. The anticipated fund source to prepare the study is State TIRCP network integration grant funds. If local funding is determined to be needed, these funds will be identified

through the FY 2021-22 budget process.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the Metro Vision 2028 Strategic Plan goals by addressing key transportation challenges in the Project area, including growing travel demand, travel times, traffic congestion and limited connections to the regional rail system.

- The Project is aligned with Vision 2028 Goal #1 - Provide High Quality Mobility Options That Will Enable People to Spend Less Time Traveling.

- The Project also supports Goal #3 - Enhance Communities through Mobility and Enhanced Access to Opportunity. It will connect communities in the San Fernando Valley to the regional Metro rail network. This Project will expand access to jobs, major activity centers, including educational and medical facilities, and recreational opportunities within the Project area and throughout the Los Angeles region.

ALTERNATIVES CONSIDERED

This is a Board-directed study so no options other than the study were considered. Staff considered requesting budget for the study but determined that accessing funds through the State TIRCP network integration grant funds would avoid utilizing ESFVTC project budget and may enable the project to move forward faster.

NEXT STEPS

Staff will negotiate a contract or task order with the consultant using the Regional Rail Planning and/or Engineering on-call services and initiate work on the study. It is anticipated that the study will take 12 to 18 months to complete. The Metro Board shall be appraised of the study progress at milestone points prior to recommendations for a preferred alternative and any subsequent environmental clearances and other approvals and procedural steps required.

ATTACHMENTS

Attachment A - Board Motion 2020-0780 (Najarian/Kuehl)
Attachment B - FEIR Comment Letters from City of San Fernando and SCRRA

Prepared by: Walt Davis, Project Manager, Countywide Planning, (213) 922-3079
Dolores Roybal-Saltarelli, DEO, Countywide Planning, (213) 922-3024
David Mieger, SEO, Countywide Planning, (213) 922-3040
Jeanet Owens, SEO, Regional Rail, (213) 418-3189

Reviewed by: James de la Loza, Chief Planning Officer (213) 922-2920
Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

File #: 2020-0780, **File Type:** Motion / Motion Response **Agenda Number:** 10.1.

PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2020

Motion by:

DIRECTORS NAJARIAN AND KUEHL

Related to Item 10: East San Fernando Valley Light Rail Transit Final Environmental Impact Report

The East San Fernando Valley Light Rail project is a great project that will lead to greater connectivity in the entire region. It fits in with Metro's promise to deliver high quality transit options to those who depend on the system. We are eager to move forward with the project and take it from the planning stage into the construction stage.

However, we continue to have some concerns about the portion of track that runs through the City of San Fernando. The last Grade Crossing Safety Study was completed prior to the Metrolink double-tracking through San Fernando. Therefore, an updated traffic study is needed for this segment. These two studies must be completed to reassess what steps should be taken to mitigate the City's safety concerns before any further work outside of the light rail line is proposed that will impact the City of San Fernando.

SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT FINAL ENVIRONMENTAL IMPACT REPORT

RECOMMENDATION

APPROVE Motion by Directors Najarian and Kuehl that the CEO direct staff to develop a plan to complete the necessary studies as expeditiously as possible. The plan should include an analysis of data and a path forward for all parties, including Metrolink, with mitigative options, which may or may not include grade separations, be brought back to the Planning and Programming Committee in February 2021.

powered by Legistar™

ATTACHMENT B

THE CITY OF
SAN FERNANDO

CITY COUNCIL

MAYOR
JOEL FAJARDO

VICE MAYOR
HECTOR A. PACHECO

COUNCILMEMBER
SYLVIA BALLIN

COUNCILMEMBER
ROBERT C. GONZALES

COUNCILMEMBER
MARY MENDOZA

November 17, 2020

Mr. Walter Davis, Project Manager
East San Fernando Valley Transit Corridor
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-4
Los Angeles, CA 90012-2952

SUBJECT: Comments on Final Environmental Report/Statement (EIR/EIS) for the East San Fernando Valley Transit Corridor (ESFVTC) Project

Dear Mr. Davis:

I would like to thank Metro staff for the presentation of the ESFVTC final EIR/EIS to the San Fernando City Council on October 19, 2020 and appreciate extending the review period through November 17, 2020. Upon review of the final EIR/EIS and the responses provided to the City's comments, the City continues to have concerns with the level of impact that was studied through the EIR/EIS process.

The corridor on the existing rail right-of-way through San Fernando has different challenges than the segment along Van Nuys Boulevard in the City of Los Angeles. Consequently, the City believes the level of analysis should be different for both segments, which leaves the current EIR/EIS analysis lacking in the following areas:

Project Definition – The EIR/EIS only studied the addition of two light rail tracks to the existing rail right of way. According to Metro staff, the Metrolink Brighton to Roxford Dual Track project was not included in the analysis because that project is not funded. However, the Metrolink Antelope Valley Line (AVL) Dual Track project is now funded and, through that project, Metrolink has a stated goal of 15-minute headways during peak hours. The construction of the AVL project will make the "Brighton to Roxford" segment a significant bottleneck and barrier to achieving Metrolink's 15-minute headway goal. Therefore, it is reasonable to assume that "Brighton to Roxford" is now a high priority to receive funding.

Based on this information, the "Project Definition" for the segment through San Fernando needs to be revised and the EIR/EIS needs to include an analysis of a second Metrolink track and 15-minute peak hour headways. All related environmental studies must be revised and the environmental impact must consider a total of four tracks with 15-minute peak hour headways for Metrolink and 6-minute peak hour headways for Metro. The City believes this will have a

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CITY COUNCIL

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significant impact on the environmental conditions in San Fernando that are not contemplated in the current EIR/EIS.

Safety Analysis – Unlike the Van Nuys Blvd segment, there is a long history of safety concerns and a high rate of pedestrian/vehicle versus train collisions at or near the intersections in San Fernando along the existing rail right-of-way. Since 2018, there have been three pedestrian versus train collisions, the most recent occurring on October 20, 2020. Looking back ten years, there are almost double that number of incidents, many of them resulting in loss of life. Additionally, San Fernando Middle School (LAUSD) is located directly adjacent to the rail right-of-way and hundreds of students cross the tracks during school days, which creates a high-risk environment. This poor safety record is in the current condition, which is only one Metrolink track.

After reviewing the Grade Crossing Safety Study produced by Metro in 2018 to evaluate the safety of each grade crossing, it does not appear to include pedestrian counts at key walking intersections, such as Brand Boulevard, where the aforementioned San Fernando Middle School is located. Other than the standard pedestrian gates, there is no consideration of increased safety measures by the ESFVTC project, such as a pedestrian bridge or grade separation, which should be analyzed at a highly trafficked pedestrian crossing directly adjacent to a middle school. The Grade Crossing Study also does not seem to take into account the significantly increased vehicle wait times at all the impacted intersections and how that will impact driver behavior over the long term. Specifically, drivers that try to "beat the gate" because they know they will be stuck idling for a significant amount of time, causing them to be late to work or school.

Lastly, there is no analysis of the impact of the four tracks on **San Fernando Police Department's** ability to provide public safety to the residents living on the southwesterly portion of the tracks. Approximately 7,000 residents (more than 25% of the City's population) live on the other side of the railroad right of way from the Police Department building. The addition of three at-grade tracks will significantly impact SFPD's response time and ability to service 25% of the City's population as officers will be stuck behind safety gates as up to 28 trains per hour transverse the City.

Due to the long history of significant safety concerns along this corridor, the City feels there should be a higher level of safety study and additional mitigation measures, including grade separation, pedestrian bridges, and public safety overrides, that exceed the baseline safety measures that Metro typically constructs. Additional analysis of this corridor is particularly imperative as the

built environment will be increasing from one heavy rail track to two heavy rail and two light rail tracks.

Vehicular and Traffic Circulation Analysis – The City has maintained the position that there are significant flaws with the Traffic study conducted as part of the EIR/EIS analysis. Particularly, the traffic counts utilized in the EIR/EIS Transportation Impact Report are from 2010, 2011, and 2012, which makes them 8-10 years old and measured in the midst of a deep economic recession with very high unemployment and high commercial vacancy rates.

Additionally, since 2012, there has been significant development of housing units along Foothill Boulevard in Sylmar and along San Fernando Road in Sylmar as well as a significant increase in the student population at Mission Community College in Sylmar. All of these have added vehicle traffic, especially along Hubbard Avenue, since the traffic counts were conducted in 2012. Therefore, the traffic counts are not reflective of current or future traffic levels.

The City also questions why there was no study of other intersections that could be impacted by significant queuing, such as at First Street and Maclay Avenue, First Street and Hubbard Avenue, and Second Street and Hubbard Avenue. Furthermore, two new signalized intersections are proposed as part of the project on First Street where it crosses at Brand Boulevard and at Jessie Street. These new signalized intersections are very close to the San Fernando Middle School and the intersection at Brand Boulevard is adjacent the SFPD station. An updated Level of Service traffic analysis should consider waiting periods at all of these intersections, as well as specific impacts to both the school and police station.

Additionally, as previously mentioned, the study did not include the impact of the Metrolink Brighton to Roxford project that will further exacerbate traffic impacts. More detail on the City's concerns are outlined in the letter to Metro dated October 25, 2017 and further expanded upon in the letters to Metro dated February 20, 2018 and March 30, 2020 (Attachments No. 1, 2 and 3).

To adequately address the traffic impacts of the Metro and Metrolink projects on the City of San Fernando, Metro should conduct a more comprehensive circulation study to determine where vehicles queuing at impacted intersections are originating and their ultimate destination. This will inform: a) whether the vehicles are going in the same direction as the proposed LRT, in which case the LRT can be considered a mitigation, and b) if the vehicles are NOT going in the same direction as the LRT, meaningful mitigation measures, such as signage, traffic

signal synchronization, and improvements to local arterial streets to route traffic to the 5, 118 and 210 Freeways and avoid grade crossings in San Fernando.

Air Quality Analysis – Past studies conducted by other agencies, including South Coast Air Quality Management District and Los Angeles County Public Health, have determined that San Fernando experiences a heat island effect[1] and our residents are disproportionally impacted by childhood asthma.[2] For these reasons, the City received a grant, in partnership with Tree People, to plant more than 700 trees in San Fernando. As part of the traffic and circulation analysis, an air quality analysis should be conducted to study the impact of additional vehicles idling at impacted intersections for longer periods of time. It stands to reason that this additional idling time will further exacerbate the City's existing heat island condition and incidents of childhood asthma.

Acquisition of Public and Private Property – The San Fernando City Council has been adamantly against private property acquisition along this critical commercial corridor since this issue first arose in late 2017. These concerns are outlined in the letters to Metro dated October 25, 2017, February 20, 2018, and March 30, 2020. Although most of the private properties located adjacent to the Metro right-of-way will be preserved, there are still multiple properties that will be impacted.

Additionally, the City was open to Metro acquiring portions of the San Fernando Police Department property and public parking lot 6N PROVIDED that Metro replace the parking and/or construct a parking structure adjacent to the proposed Maclay station. However, Metro's response in the EIR/EIS is that the parking will not be replaced. Consequently, the City does not support acquisition of the Police Department and public parking lot 6N. If parking is not constructed to support the Maclay station, Metro patrons will park in the City's public lots (Lots 4, 5 and 6N) that are reserved for customers of the City's Downtown Business District and the maintenance of those lots is paid for by a Business Improvement District. This will create a significant parking issue in the area.

Conclusion – All of the concerns included in this letter have been raised at various times throughout the Draft EIR/EIS process. However, the City feels that these concerns have not been adequately addressed in the final document and failing to consider the impact of the Metrolink "Brighton to Roxford" project represents a significant deficiency in the EIR/EIS.

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[1] http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf
[2] http://publichealth.lacounty.gov/docs/HealthNews/Child_Asthma_2014.pdf

Lastly, the City believes the two segments of the ESFVTC present very different environmental conditions with Segment One running parallel to a very busy major arterial (i.e. Van Nuys Boulevard) and Segment Two running along a busy railroad right of way with multiple future regional rail projects in the planning stages.

Therefore, the City of San Fernando requests the Metro Board consider conditional certification of EIR/EIS pending additional study of Segment Two as outlined in this letter. Additionally, the City requests a commitment from Metro that Segment Two will be constructed pending additional analysis and redesign.

Should you have any questions regarding our comments, please feel free to contact Mr. Nick Kimball, City Manager at (818) 898-1202, or via email at Nkimball@sfcity.org.

Sincerely,

Joel Fajardo, Mayor
City of San Fernando

Attachments:

1. Comment Letter to Metro, dated October 25, 2017
2. Comment Letter to Metro, dated February 20, 2018
3. Comment Letter to Metro, dated March 30, 2020

cc: Nick Kimball, City Manager, City of San Fernando
Monica Born, Deputy Executive Officer, Program Management, Metro
Karen Swift, Manager, Community Relations, Metro

METROLINK.
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017
metrolinktrains.com

November 16, 2020

Mr. Walt Davis
Project Manager
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

RE: Comments on East San Fernando Valley Transit Corridor Project – FINAL ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT (EIS/EIR)

Dear Mr. Davis:

The Southern California Regional Rail Authority (SCRRA/Metrolink) has received and reviewed the East San Fernando Valley Transit Corridor (ESFVTC) Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR). We appreciate that Metro has addressed some of SCRRA's comments on the Draft EIS/EIR and in an accompanying study, East San Fernando Valley Transit Corridor Project – Metro Grade Crossing Safety Policy Analysis of the Proposed Metro Right-of-Way Crossings. However, additional work, refinement, and coordination is still required in order to develop a mutually acceptable project for the portions of the identified Locally Preferred Alternative (LPA) that overlap with Metro owned railroad right of way. The subject area is a 2.5-mile section of railroad right of way that currently services Metrolink's Valley Subdivision (also commonly referred to as the "Antelope Valley Line") and freight service operated by the Union Pacific Railroad (UPRR).

SCRRA notes that our comments on the Draft EIS/EIR and Metro's responses thereto were not published in Appendix A1 and A2 of the Final EIS/EIR. We have enclosed our letter, dated October 30, 2017, as **Attachment A**, to this letter for your reference. We appreciate Metro's correspondence outside the prior Draft EIS/EIR comment period on October 13, 2020 and subsequent to the October 2, 2020 opening of the comment period for the Final EIS/EIR. We have included Metro's response letter in **Attachment B**.

After reviewing the Final EIS/EIR, SCRRA understands that Metro's Board of Directors will consider splitting the LPA into two phases due, in part, to potential funding challenges. An Initial Operating Segment (IOS) will be considered by the Metro Board, with Phase 1 extending from the southern project terminus at the Van Nuys Metro Orange Line Station north to San Fernando Road. Under Phase 2, a shared corridor

with the proposed LRT, Metrolink, and UPRR service would operate between Van Nuys Boulevard and the Metrolink Sylmar/San Fernando Station.

In our review of the LPA, we did not see our previous comments and related concerns addressed. As a result, we request that Metro's LPA be refined to the funded Initial Operating Segment (Phase 1) of the ESFVTC Project and an interim operating condition for Phase 2 in recognition of the constrained right of way. This refinement to the LPA would provide SCRRA and Metro with sufficient time to address the project development and right-of-way issues that remain in a shared corridor scenario under Phase 2 and identifying feasible, cost-effective solutions in the corridor for an interim and ultimate operating condition.

This letter outlines SCRRA's comments on the Final EIS/EIR and suggested next steps in the two following sections –

(1) Avoidance of the Metro-owned Metrolink Valley Subdivision (Antelope Valley Line) Right-of-Way
(2) The funded IOS between the Metro Orange Line and the interim terminus at San Fernando Road and Van Nuys Boulevard

Please note that these comments on the Final EIS/EIR are initial general comments submitted to meet the CEQA and NEPA lead agency public comment periods. SCRRA may follow up with more specific comments, including technical comments for consideration, during the engineering and design of the project as it deems necessary. Comments are as follows:

1. Avoidance of the Metrolink ROW between Van Nuys Boulevard and Sylmar /San Fernando Station

Comments

Cumulative Impacts with Metrolink "Brighton to Roxford" Double-Track Project

Phase 2 of the LPA overlaps with a portion of Metro's and SCRRA's proposed "Brighton to Roxford" (B2R) project, which is undergoing final design, was environmentally cleared in June 2020, and is partially funded for construction. The B2R project would add a second track for conventional rail use across the entire length of the shared corridor, resulting in a combined total of four tracks in the corridor's ultimate configuration.

Double tracking associated with the B2R project was identified as a necessary project to support various scenarios in Metro's Antelope Valley Line Feasibility Study (October 2019). Furthermore, Metro's Board of Directors in Board Motion 5.1 (July 25, 2019) authorized the programming of $6.6 million in unprogrammed FY18-22 Multi-year Subregional Programming (MSP) Transit Program funds and $6.15 million in FY23 MSP Transit Program funds from the North County Subregion, in order to bring a portion of the B2R project and a set of other capital projects to "shovel ready" status (**Attachment**

C). Because of the priority the Metro Board has assigned to both the B2R Project and the ESFVTC Project, they should not be designed in isolation, but in coordination with one another to optimize the shared use of the corridor.

If Metro and FTA proceed with the LPA as defined in the Final EIS/EIR, SCRRA requests that the Metro design team analyze the ultimate condition for Phase 2, which would be characterized by two light rail tracks and two Metrolink tracks. At this time, SCRRA requires additional information to understand how a two-parallel track layout would operate and what additional right of way and if any new grade separations would be required. These concerns are elaborated further below. This coordination is important prior to certification of the Final EIR and issuance of the Record of Decision (ROD), because additional ROW needs may have the potential to result in new significant impacts not evaluated in the draft EIS/EIR.

Right-of-Way Acquisition

The Final EIS/EIR analysis appears to require additional consideration of the right-of-way needs for Phase 2 of the LPA. With the addition of two proposed light rail tracks to the corridor, the existing (approximately 100-foot-wide) rail corridor, which is narrower between N. Brand Blvd. and just west of N. Maclay Avenue, is expected to require additional right of way due to the placement of Metrolink's second track in the ultimate build-out condition. Based on our initial estimates, Metro will require no less than 120 feet in width to accommodate the following:

- Four railroad tracks (2 ESFVTC tracks and 2 Metrolink tracks);
- Proposed center platform LRT stations near Paxton Street and Maclay Avenue (*FEIS-FEIR, page ES-9*);
- Supporting signal infrastructure (signal houses and PTC towers);
- Reconstruction of intersections and grade crossings in their ultimate configuration;
- Required Metro and SCRRA access for maintenance of track and structures, including physical barriers, fencing, and gates;
- Utilities with access for maintenance; and
- Existing leases and licenses within the corridor.

Grade Crossing Configurations

There are five existing at-grade crossings within this 2.5-mile stretch that will be shared between Metrolink, freight and the proposed LRT. The ESFVTC team has studied the effect on grade crossing safety through these five crossings with the ESFV Transit Corridor Project, Metro Grade Crossing Safety Policy Analysis (Study) under the premise that the LRT system will be constructed first before the B2R project and, therefore, only considers a three-track at-grade crossing in their study. The Study concluded that the proposed improvements on the ESFVTC project would safely support a three-track at-grade crossing. SCRRA requests a more thorough analyses

that considers the full build-out condition as described above. Our initial comments for this Study are provided in **Attachment D**.

Particularly, according to the Policy, a complete Rail Operations Check that fully explores the need for Metrolink and UP trains to operate at full-speed through intersections is required. Furthermore, a Safety Operations check with the proposed mitigations also needs to be completed. These analyses need to be completed for both an interim three-track configuration (or interim condition) as well as a potential four-track configuration (or ultimate condition).

Required Next Steps – Metrolink ROW between Van Nuys Boulevard and Sylmar /San Fernando Station

Based on our review, the Final EIS/EIR analysis only evaluates an initial operating condition for Phase 2 of the LPA. For this reason, SCRRA recommends additional coordination with the analysis the Metro Board directed (**Attachment C**) to better understand the ultimate condition and related LRT, commuter train, freight, pedestrian, and vehicular interactions along Metro's ROW between Van Nuys Boulevard and the Sylmar/San Fernando Station. With the issues highlighted above, we recommend the following:

1) Refine the LPA to include the IOS Phase 1 Project (along Van Nuys Boulevard) and an initial operating condition for Phase 2 that avoids impacts to Metrolink's AVL line and UPRR's existing freight service. The ultimate condition for Phase 2 (along the Metrolink Valley Subdivision [Antelope Valley Line] ROW between Van Nuys Boulevard and the Sylmar / San Fernando Station) should be deferred until additional analysis is completed to address a four-track configuration and related transportation impacts (traffic and rail operation), grade crossing and safety requirements, and right-of-way needs (*FEIS-FEIR, page ES-8*).

2) Perform a more thorough analysis of Connection Alternatives between the AVL and the ESFVTC project:

    a. **Baseline:**
    Triple Track from Van Nuys to Sylmar/San Fernando [in right-of-way: ESFV (2 tracks) + AVL (1 track)]

    b. **Full-Build:**
    Quadruple Track from Van Nuys to Sylmar/San Fernando [in right-of-way: ESFV (2 tracks) + AVL (2 tracks)]

    c. **ESFV IOS With New Connection:**
    Build the IOS (Phase 1), create a new Transfer Connection station/hub at Van Nuys/San Fernando, and complete SCRRA double track between Van Nuys and Sylmar/San Fernando to support increased

frequencies on Metrolink in this segment to feed into the ESFV Metro Rail Line. The new transfer connection station/hub could possibly be a relocation of the Sun Valley station to Van Nuys Boulevard.
[in right-of-way: AVL (2 tracks)]

d. **FRA-Compliant Light Rail:**
Build ESFVTC to FRA Tier-III Compliant standards for Light Rail, which at a minimum would make it easier and safer for ESFVTC to share the shared corridor, and could open the door to shared tracks solutions that benefit both the ESFVTC and AVL with more efficient, phased investment. Building the IOS to FRA Tier-III light rail standards leaves the door open to these solutions in the future, even if FRA interoperability is not pursued in the IOS.
NOTE: this was not an option during the DEIS/DEIR in 2017, as FRA adopted Tier-III standards in late 2018 well after the Draft EIS/EIR comment period closed.
[in right-of-way: TBD (3-4 total tracks)]

e. **Grade-Separated Metro Rail** Grade separate ESFVTC on the shared corridor (this connection may consider combination of the ESFVTC project with the Sepulveda Pass Transit Corridor Project as we suggested in our comments to the Draft EIS/EIR).
[in right-of-way: AVL (2 tracks); Over/under ROW: ESFV (2 tracks)]

All Connection Alternatives need to be brought to the same level of concept design and environmental analysis, including a comprehensive analysis of grade crossing requirements and consultation with CPUC, UP, City of San Fernando, City of Los Angeles, and SCRRA. In the absence of this information, it is not possible to determine the feasibility of a four-track interface, potential impacts of each of the Connection Alternatives, and the associated mitigation requirements when compared to the LPA.

3) Perform a thorough cost analysis of each Connection Alternative to fairly allocate the cost of the Cumulative Impacts and long-term requirements of each alternative in the corridor.

2. The Funded IOS between the Metro Orange Line and the Interim Terminus at San Fernando Road and Van Nuys Boulevard

Comments

Station Connectivity between Metrolink and ESFVTC Station at the Van Nuys (Ventura County Line) Metrolink

SCRRA supports the development of quality transit connections to its system, and encourages the ESFVTC project to design customer-friendly connections between the

project and the Metrolink's AVL. The connection at Van Nuys (Ventura County Line) Metrolink Station requires a winding roughly quarter-mile walk along poorly lit sidewalks between the two stations; if the ESFVTC station cannot be moved closer, then consideration should be given to linking the two stations with dynamic signage, lighting, and other pedestrian improvements such as a small paseo.

Parking

With no parking provided at the new ESFVTC stations (*Final EIS/EIR, page ES-10*), SCRRA requires that there be a plan for reserving parking for Metrolink riders at our stations during and after LRT construction. Furthermore, SCRRA requires a plan by Metro to ensure that the Metrolink parking spaces in Van Nuys Station (350 spaces / 14 ADA-accessible spaces) and Sylmar/San Fernando Station (375 spaces / 9 ADA-accessible spaces) will not be taken by the ESFVTC riders.

Required Next Steps – for the IOS Section between the Metro Orange Line and the Interim Terminus at San Fernando Road and Van Nuys Boulevard

SCRRA requests development of a Memorandum of Understaing (MOU) to indicate Metro's commitment to resolving the coordination issues noted above and a plan for resolving these issues associated with the interim and ultimate operating conditions for Phase 2 of the project. The MOU should be fully executed no later than 6 months after the certification of the Final EIR and issuance of the Record of Decision (ROD). Further, SCRRA requests that no construction activities related to phase 2 of this project would be advanced along the rail right of way until studies are completed and agreements are reached with SCRRA.

Thank you again for providing us with the opportunity to comment on the Final EIS/EIR. We look forward to our continued participation in this important transportation project that will provide many regional benefits. Should you have any questions, please feel free to contact me at (213) 452-0468 or via e-mail at McIntyreT@scrra.net or Roderick Diaz at (213) 452-0455 or via e-mail at DiazR@scrra.net.

Sincerely,



Todd McIntyre
Chief Strategy Officer

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Authority
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3rd Floor Board Room
Los Angeles, CA

File #: 2020-0851, **File Type:** Plan **Agenda Number:** 16.

PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2021

SUBJECT: METRO G LINE (ORANGE) SEPULVEDA STATION FIRST / LAST MILE PLAN AND BUS RAPID TRANSIT IMPROVEMENTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. ADOPTING the G Line (Orange) Sepulveda Station First/Last Mile Plan (Attachment A);

B. AUTHORIZING the Chief Executive Officer (CEO) to modify the scope of work for the Metro G Line (Orange) Bus Rapid Transit Improvements project (Project) to include bikeway improvements in lieu of the grade-separated bicycle/pedestrian overcrossing bridge at Van Nuys and crossing improvements for the existing bikeway in lieu of the grade-separated bicycle/pedestrian overcrossing bridge at Sepulveda; and

C. AUTHORIZING the CEO or his designee to negotiate a grant agreement scope change with the California Transportation Commission (CTC) to ensure state grant funding for the Project is maintained.

ISSUE

Staff developed the G Line (Orange) Sepulveda Station First/Last Mile Plan (FLM Plan) (Attachment A) as directed by Board Motion 14.1 (May 2016). The FLM Plan identifies walking and biking improvements within the half-mile and up to 3-mile radius of the station. Improvements in the FLM Plan are prioritized based on connectivity, safety, and equity, among other factors described further in this report. An FLM plan for the Van Nuys Station was completed previously and adopted by the Metro Board of Directors in December 2020 as part of the East San Fernando Valley (ESFV) First/Last Mile Plan.

FLM planning allows Metro to highlight access and safety needs and catalyze investment in station areas. This FLM planning effort to date has coalesced specific implementation opportunities including:

- A Measure M Metro Active Transport (MAT) Program grant to the City of Los Angeles for the

Sepulveda Station area was Board-approved in January 2021. The project was selected because of a very high need for active transportation infrastructure and known safety concerns in the area.

- Integration of FLM Plan-identified improvements for the Van Nuys and Sepulveda Stations into the delivery within the footprint of the Metro G Line (Orange) Bus Rapid Transit Improvements Project (Project), subject to on-going design work and feasibility review.

The Board of Directors approved the scope of the Project in 2018, however, the completed FLM Plan and additional analysis detailed in this report allowed staff to re-evaluate the bicycle/pedestrain bridges in the Project scope and recommend their removal. As such, in addition to the recommendation to adopt the FLM Plan, staff is recommending authorizing the CEO to modify the Project scope of work and negotiate a grant agreement scope change with the CTC to ensure state grant funding for the Project is maintained.

BACKGROUND

Board Motion 14.1 (May 2016) directed staff to undertake FLM planning for future Metro transit capital projects. The FLM Plan was completed following the Metro FLM methodology detailed in the 2014 First/Last Mile Strategic Plan.

At its July 2018 meeting, the Board approved the description for the Project to include the following:

- Up to 35 railroad-style gates at intersections along the G Line
- Two grade-separated structures and aerial stations for the busway at Van Nuys and Sepulveda
- Two new, grade-separated bicycle/pedestrian bridges adjacent to the busway grade separations. The bicycle/pedestrian bridges would be in addition to the existing Class I at-grade bicycle path facility, which would remain.

The Project is one of the early Measure M transit projects, with a construction groundbreaking date of Fiscal Year (FY) 2019 and a planned opening date of FY2025. In July 2018, the Metro Board approved the Project description and the statutory exemption of the Project from the California Environmental Quality Act (CEQA). The Groundbreaking event for the project was held on October 12, 2018.

The Project purpose is to improve bus speeds, capacity and safety of the Metro G Line (Orange). The proposal to elevate the bicycle/pedestrian path was originally intended to improve first/last mile connectivity by providing safer and faster active transportation crossings at Sepulveda and Van Nuys Boulevards; however, after further analysis (described below), it was determined that elevating the path reduced access to the stations and nearby destinations for path users.

DISCUSSION

FLM Plan: Process and Coordination

The FLM Plan was developed starting with analysis of existing conditions for walking and bicycling modes collected through walk audits. The FLM Plan was developed to ensure close integration of the

proposed FLM projects and the Sepulveda Station design. Key findings of existing conditions and walk audits are described in the FLM Plan (Attachment A, see “Walk Audit Summary”).

A key component of developing an FLM plan is robust input from the community. The community engagement goals for the FLM Plan were to: 1) inform the community about Metro’s FLM program; 2) facilitate community participation and gather community knowledge to form FLM project ideas; and 3) collect community input from the transit riders and underserved communities during the COVID-19 pandemic. Due to pandemic-related restrictions, the project team piloted an all-virtual community engagement process, which included an interactive, online survey. The project team also deployed a targeted outreach of the survey to reach the key audience (Attachment A, see “Community Engagement Summary”).

Because FLM projects are typically located in city-controlled right-of-way, coordination with the local jurisdiction on project types and location is another critical component of the FLM process. The project team coordinated with the City of Los Angles including multiple city departments and elected offices to develop the Plan and review the projects in the FLM Plan. Staff from multiple city departments also participated in the walk audits. See Attachment A, “Local Jurisdiction Coordination Summary”, for more detail.

The FLM Plan includes three sections that represent the core planning products:

- Pathway Maps with Projects
- Project Lists & Scoring Matrices
- Rough Order of Magnitude (ROM) Cost Estimation

The FLM Plan also includes documents that summarize the process and support the documents above:

- Walk Audit Summary
- Community Engagement Summary
- Cost Assumption Summary
- Project Scoring Methodology Summary
- Local Jurisdiction Coordination Summary

Additional FLM technical materials are still in-development as part of ongoing coordination between Planning and Program Management.

Unique Considerations for G Line Sepulveda FLM Plan

FLM Plans propose a vision for a safe, connected, comfortable network of walking and biking improvements to address transit riders’ need to access stations. For this FLM Plan, unique investment opportunities were identified including the Board’s approval of the MAT Program Cycle 1 funding recommendations, which included an award to the City of Los Angeles for FLM improvements for the Sepulveda Station. Staff will work closely with the City of LA to define scope elements that advance the FLM Plan and Metro’s FLM program goals to improve connections to the station.

Additionally, through close coordination among Metro departments, some FLM Plan-identified improvements for the Van Nuys and Sepulveda Stations are incorporated into the delivery within the

footprint of the Project to address transit riders' access needs as well as the needs of cyclists on the MOL Bike Path. Specifically, this work will include:

- Development of bike facilities allowing users of the bike path to bypass the G Line/East San Fernando Valley rail transfer station at Van Nuys,
- Improvements to bike path crossing of Sepulveda Boulevard, and
- Other to be determined comfort, safety and signage improvements.

Reconsideration of Project Scope Element

The unique circumstances mentioned above and the FLM planning process for the Van Nuys and Sepulveda Stations led staff to reconsider the inclusion of the bicycle/ pedestrain bridges at Sepulveda and Van Nuys stations as part of the Project scope approved by the Board.

Staff undertook a detailed analysis of the design and sought input from Project stakeholders. Ultimately, the staff recommendation to delete the bicycle/pedestrian bridges is due to the findings from the FLM Plan, additional analysis, and stakeholder concerns. In summary, the analysis and stakeholder concerns are:

- A top priority of FLM is ensuring access between a station and nearby destinations. The bicycle/pedestrian bridges focused on through access, which impeded direct and convenient access from the bike path to the station and local destinations.
- The bicycle/pedestrian bridges require cycling up a 5% slope for approximately 900 feet. Seniors, children and less experienced cyclists, in particular, those on Metro Bikeshare and similarly heavy bicycles may have difficulty on this slope, so the bicycle/pedestrian bridges are not accessible for all ages and abilities. Alternative on-street options are flat and therefore easy for anyone to ride.
- The bicycle/pedestrian bridges are isolated with no "eyes on the bikeway" compared with on-street options which are visible to motorists, pedestrians and people at adjacent businesses. Reduced visibility for law enforcement from below the bicycle/pedestrian bridge to observe suspicious or criminal activity is a safety concern. Emergency access is more difficult on the bicycle/pedestrian bridges because not all emergency vehicles may be able to drive on it, compared with on-street options, which can be accessed from the adjacent travel lane. Safety concerns in the area have proliferated along with the economic downturn associated with the pandemic.
- An additional route would be required to access the ESFV Van Nuys Station, compared with the on-street options, which provide both through travel and access to the ESFV platform on the same route.
- Acquisition of all or a portion of multiple properties would be required to accommodate the bicycle/pedestrian bridges.

Additionally, the design analysis determined that the existing Class 1 bikeway can be maintained and improved with an additional gap-filler providing comparable levels of active transportation connectivity without bicycle/pedestrian bridges. These Class I or Class IV facilities would accommodate connections to the community, G Line Van Nuys station, and ESFV Van Nuys station, and are included as Attachment C. This proposed alternative is subject to further feasibility analysis to be conducted during design along with coordination with community stakeholders and the City of Los Angeles.

CTC funding guidelines regarding scope changes require an analysis of project benefits before and after the potential elimination of the elevated bikeway. To ensure a net zero or positive change in benefits results from the scope change, Metro staff may propose including alternative bicycle or pedestrian safety and station access improvements to the CTC. Staff proposes to look to the FLM Plan for identification and analysis of project benefits.

Equity Platform

The following pillars from the Equity Platform were addressed:

- Define and Measure: The development of the FLM Plan pathway network and project ideas for this Plan were informed by analysis of existing conditions collected through walk audits.
- Listen and Learn: The development of the FLM Plan pathway network and project ideas for this Plan were informed by community input collected through an interactive, online survey. The methodology deployed to score and prioritize projects included input received from the community through the community engagement survey.
- Listen and Learn: The recommendation for removal of the grade separated bicycle/pedestrian structures was informed through engagement with safety and security personnel, First/Last mile subject matter experts, and active transportation activists within the elected community.

DETERMINATION OF SAFETY IMPACT

The recommended action to adopt the FLM Plan has no direct safety impact. The FLM Plan, along with all FLM planning activities, focuses on identifying projects that address safety issues for people walking, biking or rolling to the Sepulveda Station.

Staff did not identify any detrimental safety impacts to Metro patrons or employees related to the recommendation to eliminate the bicycle/pedestrian bridges. However, if the Board rejects the recommendation, inclusion of the bicycle/pedestrian bridges may have detrimental safety impacts to Metro patrons, as outlined above.

FINANCIAL IMPACT

Adoption of the FLM Plan would have no financial impact to the agency.

Measure M provides $286 million and a state grant from the SB-1 Local Partnership Program (LPP) provides $75 million for the Metro G Line (Orange) BRT Improvements project, for a total of $361 million in eligible, capital-specific revenues available to the Project. The availability of the $75 million state grant award is contingent on receiving approval from the CTC for the proposed scope change. Rough order of magnitude estimates of total project costs conducted during the preliminary engineering phase indicate a forecasted range of total project costs between $393 and $476 million. However, the elimination of the bicycle grade separation proposed as part of this action will result in a decrease of approximately $20 million, net of the costs for any substitute projects off this estimated total. As engineering progresses and we move closer towards project delivery, staff will continue to identify and incorporate overall project savings wherever available.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action to adopt the FLM Plan furthers Strategic Plan Goal #2: Outstanding trip experiences for all. Projects in the Plan will improve customers' experiences accessing the future stations by walking, biking or other rolling modes.

The recommended action to authorize the CEO to eliminate the grade separated bicycle/pedestrian bridges from the Project scope furthers Strategic Plan Goal #2: Outstanding trip experiences for all. Improved safety and security, in addition to more accessible connections to the facilities and community will enhance the experience of transit users.

ALTERNATIVES CONSIDERED

The Board could decide not to adopt the FLM Plan, which is not recommended for two reasons:

1) Previous Board action (FLM Policy, 2016) directed that FLM projects be incorporated into transit corridor project delivery; and
2) Inclusion of potential FLM improvements in an adopted plan better positions the projects for grant funding opportunities.

The Board could also decide not to approve staff's recommendations to authorize the CEO to eliminate the bicycle/pedestrian bridges from the Project scope. This is not recommended as this would result in safety/security, right of way, cost and maintenance impacts, as well as potential impacts to the schedule.

There are other options the Board could direct staff to advance, such as:

1. Direct staff to study an underground bikeway. This is not recommended due to a significant storm drain conflict, significantly higher costs of cut-and-cover work, and the similar safety reasons associated with the aerial bikeway mentioned above.

2. Direct staff to improve the existing bikeway. Crossing gate installation and arterial crossing safety improvements are planned for the existing bike path and included in the grant application. The FLM Plan has identified higher priority opportunities for additional improvements such as wayfinding and other on-street safety and station access improvements, thus additional improvements to the existing bikeway are not recommended.

NEXT STEPS

For the MAT Program award to the City of LA in January 2021 for FLM improvements in the Sepulveda Station area, Metro and City staff will coordinate on detailed project elements and develop a funding agreement. Staff is also developing the FLM Guidelines and will provide updates to the Board to the extent the FLM Guidelines are applicable to the FLM Plan.

Should the Board approve staff's recommendations, staff will commence negotiations with the CTC immediately to secure approval of the scope change and then complete Project preliminary engineering and begin preparation of solicitation and bidding documents for a spring/summer 2021

release. Project costs will be evaluated and managed throughout this process, and staff will endeavor to lower forecasted project costs as much as practical. In addition, future estimates will be informed as the interface between the Project and the proposed East San Fernando Valley LRT and proposed Sepulveda Transit Corridor projects are developed. A life of project (LOP) budget for the Project will be established upon receipt of bids/proposals from the contracting community. Public outreach along the Project corridor will be ongoing throughout this process.

ATTACHMENTS

Attachment A - G Line Sepulveda Station FLM Plan
Attachment B - Metro G Line (Orange) BRT Improvements Project Map
Attachment C - G Line Preferred Alternative

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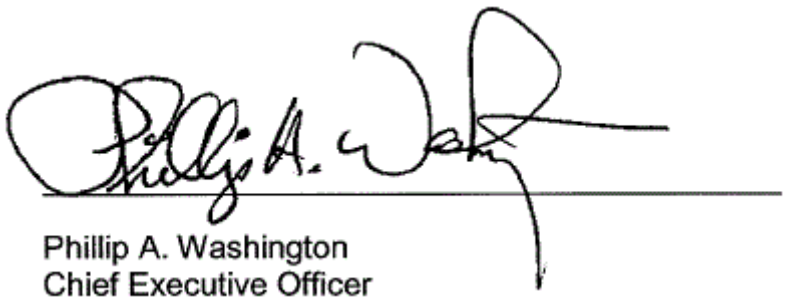

Phillip A. Washington
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Los Angeles County
Metropolitan Transportation Authority

G Line (Orange) Sepulveda Station First/Last Mile Plan



Metro

FEBRUARY 2021

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Executive Summary

The First/Last Mile (FLM) Plan (Plan) for the G Line (Orange) Sepulveda Station analyzed FLM connections for the bus rapid transit station by executing Metro's FLM planning methodology. This Plan responds to FLM policy (Board Motion 14.1, May 2016). The Plan identifies pedestrian-focused and bike/rolling mode-focused (bicycle, scooter, skateboard, etc.) projects that improve access to the station along specified routes called the Pathway. The pedestrian projects are located within the 1/2-mile radius of the station and bike projects are within the 3-mile radius of the station. The Plan was developed over approximately a year from Fall 2019 to Fall 2020.

The impetus for this Plan is the Metro G Line (Orange) Bus Rapid Transit (BRT) Improvements Project (Project), which will improve operating speeds, capacity and safety of the G Line (Orange) by grade separations on major streets, minor street closures, better signal priority technology, electronic bus connectivity and a four-quadrant gating system. As part of the Project, the Sepulveda Station will be rebuilt as an elevated station.

Key findings
Several key findings emerged through the development of the Plan. For more details on each of these findings, refer to the Supporting Documents.

The observations collected during walk audits documented both strengths and barriers in the ½-mile radius around the station. From this data, a few key findings emerged as described below. Results from the walk audits are described in more detail in the Walk Audit Summary included in the Supporting Documents.

> Key strengths
  - Some streets in residential areas had sidewalks with shade from street trees.
  - Multiple locations have well-marked crosswalks.

> Key barriers
  - Lack of shade for people walking and waiting for the local bus.
  - In places sidewalks are narrow or missing on some streets.
  - Vehicle speeds contribute to feeling unsafe while walking or riding a bicycle or other wheeled device (as reported by walk audit and survey participants).

Community input is critical to identifying FLM projects that have community support. Due to the impacts of the COVID-19 pandemic, the team deployed an all-virtual approach to community engagement and participation. The Participants provided numerous comments that have informed the recommendations in the Plan, including:

> The highest priority improvements are pedestrian and bike lighting, new or improved sidewalks, and landscaping and shade.
> The highest priority locations for improvements are the intersection of Sepulveda Blvd and the G Line, Sepulveda Blvd, and Victory Blvd.
> A strong desire for safety improvements especially at intersections and near local bus stops.

First/Last Mile Process

A brief summary of the steps and timeline specific to the G Line (Orange) Sepulveda Station FLM Plan is presented in Figure 1. This methodology originated in the First Last Mile Strategic Plan (2014) and mirrors other past FLM plans (https://www.metro.net/projects/first-last/).

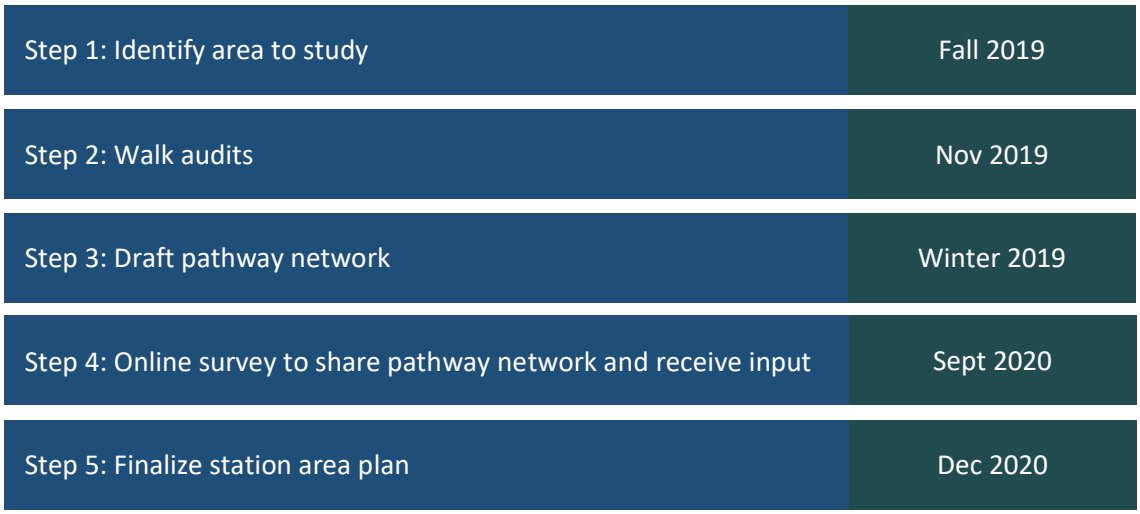


Figure 1: First/last mile methodology and timeline for the G Line Sepulveda Station

What's in the Plan

The Plan is composed of the following documents described below. The core document presents the results of the planning work: 1) First/Last Mile Toolkit, 2) Pathway Maps with Projects, 3) Project Scoring Matrices, and 4) Cost Estimation. Supporting documentation follows that memorializes the FLM steps and process from Fig. 1.

Core Document

- **First/Last Mile Toolkit**
  The First/Last Mile Toolkit summarizes the types of pedestrian and bike projects found in the Plan. Eleven (11) pedestrian projects and six (6) bike project types were recommended in the Sepulveda Station study area. The FLM Toolkit improvements are accompanied by a short description, example photo, and improvement icon which is used to associate the improvement throughout the Plan.

- **Pathway Maps with Projects**
  A Pathway Map displays the Pathway Network (key corridors where pedestrian and bike connections to the station are focused) and project ideas along the Pathway Network. For the Sepulveda Station, two pathway maps were created—one for walking projects and one for bike projects.

- **Project Scoring Matrices**

This matrix accompanies the Pathway Maps and lists all project ideas. The projects are scored based on the methodology described in the "Project Scoring Methodology" in the Supporting Documents section. Projects are grouped and ranked by segment of the Pathway Network. Utilizing the same methodology as recent FLM plans, prioritization criteria includes safety, comfort, community input, and connectivity. The matrices also include direct cost information by project and segment.

- **Cost Estimation**
  This document presents Rough Order of Magnitude (ROM) cost estimates including the construction costs, soft costs, contingency, and escalation. Cost estimates are provided for individual projects and grouped by Pathway Network segment. Cost assumptions are provided separately in a supporting document.

Supporting Documents

- **Walk Audit Summary**
  Crucial to understanding walking and biking conditions, walk audits are used to collect data around the station. This document summarizes the walk audits conducted by the technical team.

- **Community Engagement Summary**
  As a result of the COVID-19 pandemic, the project team piloted an all-virtual community engagement approach. This document summarizes the results of an online, map-based survey and key lessons learned from this process.

- **Cost Assumptions Summary**
  This document summarizes the underlying cost assumptions for each project type and is divided into walking and wheel improvements.

- **Project Scoring Methodology Summary**
  Similar to recent FLM Plans, the methodology to score and rank walk projects includes four weighted criteria: safety, comfort, community input, and connectivity. The methodology to score and rank the wheel projects included three weighted criteria: safety and comfort, community input, and connectivity. These approaches utilized data collected through the FLM process. The results of scoring FLM projects can be found in the Project Scoring Matrices (Core Documents).

- **Local Jurisdiction Coordination Summary**
  FLM improvements are typically located on city-controlled local streets. As such, a critical component of an FLM plan is coordination with and review by local jurisdictions. The Sepulveda Station is in City of Los Angeles. This document summarizes the points of contact and coordination with city staff, elected officials, and other external agencies.

Core Document

- Introduction & First/Last Mile Toolkit
- Pathway Maps with Projects
- Project Scoring Matrices
- Cost Estimation

Introduction

This Plan documents the results of the planning process and presents the First/Last Mile (FLM) improvements recommended for the Metro G Line (Orange) Sepulveda Station First/Last Mile Plan. The Plan identifies pedestrian-focused and bike/rolling mode-focused (bicycle, scooter, skateboard, etc.) projects that improve access to the station along specified routes called the Pathway. The pedestrian projects are located within the 1/2-mile radius of the station and bike projects are within the 3-mile radius of the station. Recommendations are further divided by either a corridor improvement or spot improvement. The Plan was developed through a technical and community-driven process, which included walk audits and an interactive, map-based survey. Projects were scored to determine their level of priority. The Plan has been reviewed by staff from the City of Los Angeles, Caltrans, and Metro. The Core Documents for this Plan include:

- First/Last Mile Toolkit
- Pathways Maps
- Project Scoring Matrices
- Rough Order of Magnitude (ROM) Cost Estimates

These four elements are described in more detail below.

First/Last Mile Toolkit
The First/Last Mile Toolkit summarizes the types of pedestrian and bike projects found in the Plan. Eleven (11) pedestrian projects and six (6) bike project types were recommended in the Sepulveda Station study area. The FLM Toolkit improvements are accompanied by a short description, example photo, and improvement icon which is used to associate the improvement throughout the Plan.

Pathway Maps with Projects
The Pathway Maps identify the spot or corridor in which improvements are recommended. The first pathway map depicts the proposed “Pedestrian Pathway Improvements”, while the second pathway map depicts the proposed “Bike Pathway Improvements” within the one half-mile radius of the Sepulveda Station. Both maps show the existing and planned future location of the Sepulveda Station, as well as arterial and collector pathways within the half-mile street network in relation to the Metro G Line (Orange). Projects for pedestrians are chosen from the list of project types in the FLM Toolkit and are organized under the headers of “Proposed Improvements”. Projects for bikes are organized by whether they are existing facilities, planned facilities, or newly proposed through this Plan.

Project Scoring Matrices
The Project Scoring Matrices are organized by pathway network segment, noted as an arterial or collector pathway, and listed in order by their total score. Individual project elements, whether they are corridor-level or spot improvements are presented together under each pathway network segment. The objective of this presentation is to highlight that different individual projects should be considered at the corridor level, and funding and implementation should consider the objective to implement multiple individual projects together as part of a package of corridor-level improvements. The matrices provide total scores by pathway network segment, which were calculated from safety, comfort, community input, and connectivity factors. The matrices show the total scores for each of these factors. Please see Section VIII Project Scoring Methodology for the methodology used to score safety, comfort, community

input, and connectivity for each improvement, as well as the individual breakdown of scores to achieve the total factor scores that appear in Section III.

Rough Order of Magnitude (ROM) Cost Estimates

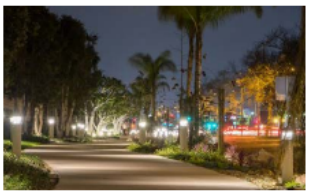
Following the Metro Cost Estimating format, rough order of magnitude (ROM) cost estimates were developed for the proposed pedestrian and bike projects listed in the Project Scoring Matrices. The projects are given a base cost and are multiplied by its quantity to determine a cost estimate for each individual project and corridor within the half-mile area of Sepulveda Station. The cost estimates also include line item costs (referred to as an "Allowance") for "Wayfinding Signs" and "Wayfinding Sign Maintenance", which can be applied throughout the station area. Note that projects at intersections, such as "New or Improved Crosswalks", are only listed once between the two corridors to avoid duplicating costs. After corridor costs are summed to determine total pedestrian and bike project costs, the estimates are then augmented to include contingency, construction management, inspection, final design and project management allocations. Following the cost estimates by corridor, unit cost and cost estimates by project are also provided.

The cost estimates reflect 2020 costs, which are subject to inflation and escalation depending on the actual year of construction. To account for this, the final estimate accounts for projected inflation for Year 2027.

The costs shown in this section are based upon the latest estimates for constructing similar projects in the City of Los Angeles as confirmed by Metro. These cost assumptions are found in Section VII Cost Assumptions Summary.

First/Last Mile Toolkit

Projects for Pedestrians



Pedestrian & Bike Lighting
Person-scaled lighting for comfort and safety



New or improved sidewalk
Construction of new sidewalks or widening or upgrades to existing sidewalks



ADA Access Ramps
Facilitates street crossings for mobility devices



New or Improved Crosswalks
Installation of new or upgraded crosswalks



Street Furniture
Public benches, trash receptacles, and other amenities



Bulb-outs at Corners
Shortens crossing distance and slows traffic at intersections



Traffic Calming
Measures to reduce traffic speeds, including speed humps, chokers, and other treatments



Landscaping & Shade
Plantings that provide shade and improve the walking environment



Bus Stop Improvements
Enhanced shelter, bench, and other amenities



Wayfinding Signs
Helps to improve navigation to transit stations



Pick-Up/Drop-Off
A zone for passenger loading and unloading at transit stations

Projects for Bicyclists



Bike Lane, Route or Facility: Class I Off-street Path
Off-Street paved right-of-way dedicated for bicyclists



Bike Lane, Route or Facility: Class IV Protected Lanes
On-street bicycle facility with physical separation from adjacent traffic



Bike Lane, Route or Facility: Class II Striped Lanes
On-street bicycle facility identified through striping



Bike Lane, Route or Facility: Class III Bike-friendly Street
Lower volume and speed street designated for shared use with vehicles



Bike-friendly Intersection
Intersection improvements intended to enhance bicycle movement and safety



Bike Parking
Secure and convenient bicycle storage

Metro

Sepulveda Station

Pedestrian Pathway Improvements



N

Source: IBI Group

Legend

- Metro Station + Entrance
- Metro G Line (Orange)
- Pathway Arterial
- Pathway Collector
- Bus Stop

Proposed Improvements

- Corridor Improvement
- Spot Improvement
  Location-specific Idea
- Bus Stop Improvements
- Pedestrian & Bike Lighting
- Traffic Calming
- New or Improved Sidewalks
- New or Improved Crosswalks
- Landscaping & Shade
- Pick-up/Drop-off
- Bulb-outs at Corners
- Relocated Bus Stop

Metro

Sepulveda Station

Bike Pathway Improvements



N

Source: IBI Group

Legend

- Metro Station + Entrance
- Metro G Line (Orange)
- Pathway Arterial
- Pathway Collector
- Bus Stop

Existing Bicycle Facilities

- Class I Off-street Path
- Class III Bike-friendly Street

Bicycle Facilities on Local Plans

- Class II Striped Lanes
- Class III Bike-friendly Street

Note: Planned bike lane on Sepulveda Bl extends north beyond a three-mile radius north of Roscoe Bl, and south to the existing bike lane on Sepulveda Bl near I-405 Fwy.

Proposed Bicycle Facilities

- Class II Striped Lanes
- Class IV Protected Lanes

Proposed Improvements

- Corridor Improvement
- Spot Improvement
  Location-specific Idea
- Bicycle Parking
- Bicycle-friendly Intersection
- Pedestrian & Bike Lighting
- Bike Lane, Route or Facility
- Relocated Bus Stop

Note: In accordance with the Mobility Plan 2035 Settlement Agreement, Class IV Protected Lanes on Sepulveda Blvd. would require additional community and stakeholder engagement if prioritized for future phase development.

Metro

Projects for Pedestrians

Project Icon	Type	Cross Street/ Limits	Project Origins	Safety	Comfort	Community Input	Connectivity	Total Score	Total Cost
Projects on Sepulveda Blvd. (Pathway Arterial)									**$1,925,600**
	New or Improved Crosswalks	at Victory Blvd., Erwin St., Orange Line Busway, Oxnard St., and Hatteras St.	Walk Audit / Online Survey	25	18	25	12.5	**80.5**	$18,400
	Bus Stop Improvements	at Victory Blvd., Erwin St., Orange Line Busway, Oxnard St., and Hatteras St.	Walk Audit / Online Survey						$456,000
	Bulb-Outs at Corners	at Victory Blvd., Erwin St., Orange Line Busway, Oxnard St., and Hatteras St.	City Comment						$608,500
	New or Improved Sidewalks	from a half-mile north of proposed station to a half-mile south of proposed station	Walk Audit / Online Survey						$468,000
	Pedestrian & Bike Lighting	from Erwin St. to Orange Line Busway	Walk Audit / Online Survey						$171,700
	Landscaping & Shade	from a half-mile north of proposed station to a half-mile south of proposed station	Walk Audit / Online Survey						$203,000
Projects on Metro G Line (Orange) Busway									**$890,650**
	New or Improved Crosswalks	at Sepulveda Blvd.	Walk Audit / Online Survey	16	18	21.4	12.5	**67.9**	$1,150
	Pick-up/Drop-off	near existing station	Online Survey						*Planned
	Bus Stop Improvements	at Sepulveda Blvd.	Walk Audit / Online Survey						*Planned
	Bulb-Outs at Corners	at Sepulveda Blvd.	City Comment						$121,700
	Pedestrian & Bike Lighting	from Haskell Ave. to a half-mile east of proposed station	Walk Audit / Online Survey						$727,200
	Landscaping & Shade	from existing station to Sepulveda Blvd.	Walk Audit / Online Survey						$40,600

The portions of Sepulveda Blvd. and Victory Blvd. within the study area are part of the City of LA's High Injury Network (HIN). Roadway design decisions and safety countermeasures should be co-designed with LADOT's Vision Zero Division.

**Planned: The cost for this item is included in the Sepulveda Station Design Plans*

Projects for Pedestrians

Project Icon	Type	Cross Street/ Limits	Project Origins	Safety	Comfort	Community Input	Connectivity	Total Score	Total Cost
Projects on Victory Blvd. (Pathway Arterial)									**$588,010**
	New or Improved Crosswalks	at Orion Ave. and Sepulveda Blvd.	Walk Audit	23	8	17.4	12.5	**60.9**	$5,750
	Bus Stop Improvements	at Orion Ave. and Sepulveda Blvd.	Walk Audit						$91,200
	Bulb-Outs at Corners	at Sepulveda Blvd.	City Comment						$121,700
	New or Improved Sidewalks	from Blucher Ave. to Peach Ave.	Walk Audit						$248,160
	Pedestrian & Bike Lighting	from Sepulveda Blvd. to Columbus Ave.	Walk Audit						$121,200
Projects on Erwin St. (Pathway Collector)									**$561,630**
	New or Improved Crosswalks	at Sepulveda Blvd. and Noble Ave.	Walk Audit	21	18	18.9	2.5	**60.4**	$8,050
	Bus Stop Improvements	at Sepulveda Blvd.	Walk Audit						$91,200
	Bulb-Outs at Corners	at Sepulveda Blvd.	City Comment						$121,700
	New or Improved Sidewalks	from Blucher Ave. to Peach Ave. and Halbrent Ave. to Columbus Ave.	Walk Audit						$198,880
	Traffic Calming	from Columbus Ave. to Noble Ave.	Walk Audit						$20,000
	Landscaping & Shade	from Sepulveda Ave. to Noble Ave.	City Comment						$121,800

The portions of Sepulveda Blvd. and Victory Blvd. within the study area are part of the City of LA's High Injury Network (HIN). Roadway design decisions and safety countermeasures should be co-designed with LADOT's Vision Zero Division.

**Planned: The cost for this item is included in the Sepulveda Station Design Plans*

Projects for Pedestrians

Project Icon	Type	Cross Street/ Limits	Project Origins	Safety	Comfort	Community Input	Connectivity	Total Score	Total Cost
Projects on Oxnard St. (Pathway Collector)									**$519,100**
	New or Improved Crosswalks	at Sepulveda Blvd.	Walk Audit	16	8	13.4	0	**37.4**	$4,600
	Bus Stop Improvements	at Sepulveda Blvd.	Walk Audit						$91,200
	Bulb-Outs at Corners	at Sepulveda Blvd.	City Comment						$121,700
	New or Improved Sidewalks	from west extent to beyond Lemona Ave.	Walk Audit						$301,600
Projects on Hatteras St. (Pathway Collector)									**$537,820**
	New or Improved Crosswalks	at Sepulveda Blvd.	Walk Audit	16	8	13.3	0	**37.3**	$4,600
	Bus Stop Improvements	at Sepulveda Blvd.	Walk Audit						$91,200
	Bulb-Outs at Corners	at Sepulveda Blvd.	City Comment						$121,700
	New or Improved Sidewalks	from Sepulveda Blvd. to Noble Ave.	Walk Audit						$320,320
Projects on Orion Ave. (Pathway Collector)									**$266,750**
	New or Improved Crosswalks	at Sepulveda Blvd.	Walk Audit	11	8	11.6	0	**30.6**	$1,150
	Bus Stop Improvements	at Sepulveda Blvd.	Walk Audit						$45,600
	Bulb-Outs at Corners	at Sepulveda Blvd.	City Comment						$220,000
Projects on Noble Ave. (Pathway Collector)									**$153,450**
	New or Improved Crosswalks	at Erwin St.	Walk Audit	16	0	11.3	2.5	**29.8**	$3,450
	New or Improved Sidewalks	from Oxnard St. to Hatteras St.	Walk Audit						$130,000
	Traffic Calming	from Domino St. to Delano St.	Walk Audit						$20,000

**Planned: The cost for this item is included in the Sepulveda Station Design Plans*

Projects for Pedestrians

Project Icon	Type	Cross Street/ Limits	Project Origins	Safety	Comfort	Community Input	Connectivity	Total Score	Total Cost
Projects on Haskell Ave. (Pathway Collector)									**$505,000**
	Pedestrian & Bike Lighting	from Victory Blvd. to existing station	Walk Audit	6	0	4.1	2.5	**12.6**	$505,000
Projects on Halbrent Ave. (Pathway Collector)									**$65,520**
	New or Improved Sidewalks	from Victory Blvd. to Erwin St.	Walk Audit	6	0	3.9	0	**9.9**	$65,520
Projects on Califa St. (Pathway Collector)									**$79,200**
	New or Improved Sidewalks	from Halbrent Ave. to Noble Ave.	Walk Audit	5	0	3.9	0	**8.9**	$79,200
Projects on Columbus Ave. (Pathway Collector)									**$221,760**
	New or Improved Sidewalks	from Victory Blvd. to Erwin St.	Online Survey	5	0	2	0	**7**	$221,760
Allowances									**$30,000**
	Wayfinding Signs		Walk Audit / Online Survey						$25,000
	Wayfinding Sign Maintenance		Walk Audit / Online Survey						$5,000

**Planned: The cost for this item is included in the Sepulveda Station Design Plans*

Projects for Bicyclists

Project Icon	Type	Cross Street/ Limits	Project Origins	Safety and Comfort	Community Input	Connectivity	Total Score	Total Cost
Projects on Sepulveda Blvd. (Pathway Arterial)								**$507,050**
	Bicycle Parking	at G Line (Orange) Busway	Online Survey	50	15.7	15	**80.7**	*Planned
	Bicycle-friendly Intersection	at G Line (Orange) Busway	Walk Audit / Online Survey					$50,750
	Bicycle Lane, Route or Facility (Class IV Protected Lanes)	from a half-mile north of proposed station to a half-mile south of proposed station	Online Survey					$456,300
Projects on Metro G Line (Orange) Busway								**$91,350**
	Bicycle Parking	at Sepulveda Blvd.	Online Survey	31	18.8	15	**64.8**	*Planned
	Bicycle-friendly Intersection	at Sepulveda Blvd.	Walk Audit / Online Survey					$50,750
	Pedestrian & Bike Lighting	from Haskell Ave. to a half-mile east of proposed station	Walk Audit / Online Survey					$40,600
Projects on Victory Blvd. (Pathway Arterial)								**$49,400**
	Bicycle Lane, Route or Facility (Class II Striped Lanes)	from beyond Orion Ave. to beyond Noble Ave.	Online Survey	15	4	9	**28**	$49,400
Projects on Hatteras St. (Pathway Collector)								**$7,200**
	Bicycle Lane, Route or Facility (Class III Bike-friendly Street)	from Sepulveda Blvd. to beyond Lemona Ave.	ESFV Light Rail Transit First/Last Mile Plan	8	3.2	4	**15.2**	$7,200
Projects on Noble Blvd. (Pathway Collector)								**$1,200**
	Bicycle Lane, Route or Facility (Class III Bike-friendly Street)	from Hatteras Ave. heading southbound	ESFV Light Rail Transit First/Last Mile Plan	6	3.1	2	**11.1**	$1,200
Projects on Friar St. (Pathway Collector)								**$2,400**
	Bicycle Lane, Route or Facility (Class III Bike-friendly Street)	from Columbus Ave. to beyond Noble Ave.	ESFV Light Rail Transit First/Last Mile Plan	5	2.9	0	**7.9**	$2,400

The portions of Sepulveda Blvd. and Victory Blvd. within the study area are part of the City of LA's High Injury Network (HIN). Roadway design decisions and safety countermeasures should be co-designed with LADOT's Vision Zero Division.

Class IV Protected Lanes on Sepulveda Blvd. would require additional community and stakeholder engagement if prioritized for future phase development.

**Planned: The cost for this item is included in the Sepulveda Station Design Plans*

Rough Order of Magnitude (ROM) Cost Estimate
2021-01-25
Metro G Line (Orange)
Sepulveda Station

Item Description		QTY	Unit	Amount	
				Unit Cost	Amount
FTA SCC 10-50 CONSTRUCTION COSTS					
Metro Estimating Parametric					
Projects for Pedestrians			1 Ls	$ 5,393,790.00	
Projects for Bicyclists			1 Ls	$ 567,250.00	
Metro Factor	$	5,961,040.00		5%	$ 298,052.00
FTA SCC 10-50 Construction Sub-Total					**$ 6,259,092.00**
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning	$	6,259,092.00		2.0%	$ 125,181.84
Design Production Files	$	6,259,092.00		0.5%	$ 31,295.46
Preliminary Engineering	$	6,259,092.00		4.8%	$ 300,436.42
Final Design Services	$	6,259,092.00		8.1%	$ 506,986.45
Project Management for Design and Construction	$	6,259,092.00		9.8%	$ 613,391.02
Constuction Administration and Mangement	$	6,259,092.00		4.8%	$ 300,436.42
Professional Liability & Other Non-Construction Insurance	$	6,259,092.00		0.003%	$ 187.77
Legal, Permits, Review Fees by Other Agencies, Cities, and etc.	$	6,259,092.00		3.7%	$ 231,586.40
FTA SCC 80 Soft Cost Sub-Total				33.7%	$ 2,109,501.78
Project Cost Sub-Total					**$ 8,368,593.78**
FTA SCC 90 PROJECT CONTINGENCY					
Unallocated	$	8,368,593.78		10.0%	$ 836,859.38
Project Cost					**$ 9,205,453.15**
ESCALATION					
2027 Cost	$	9,205,453.15		9.80%	$ 902,134.41
Total					**$ 10,107,587.56**

Rough Order of Magnitude (ROM) Cost Estimate
2021-01-25
Metro G Line (Orange)
Sepulveda Station
Projects for Pedestrians

Corridor		Subtotal
	Sepulveda Boulevard	**$ 1,925,600**
	Metro G Line (Orange) Busway	**$ 768,950**
	Victory Boulevard	**$ 461,710**
	Erwin Street	**$ 344,130**
	Oxnard Street	**$ 301,600**
	Hatteras Street	**$ 320,320**
	Orion Avenue	**$ 220,000**
	Noble Avenue	**$ 150,000**
	Haskell Avenue	**$ 505,000**
	Halbrent Avenue	**$ 65,520**
	Califa Street	**$ 79,200**
	Columbus Avenue	**$ 221,760**
Allowances		
	Wayfinding Signs	**$ 25,000**
	Wayfinding Sign Maintenance	**$ 5,000**
IMPROVEMENTS SUBTOTAL		**$ 5,393,790**

Metro G Line (Orange) Cost Estimates
Sepulveda Station - Pedestrian

Location: **Sepulveda Boulevard**
Limits: From a half-mile north of the proposed station to a half-mile south of the proposed station

Prepared by: IBI Group
Date: 2021-01-25

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
New or Improved Crosswalks	16.0	LEG	$ 1,150	$ 18,400
Bus Stop Improvements	10.0	EA	$ 45,600	$ 456,000
Improved Sidewalks	36000.0	SF	$ 13	$ 468,000
Pedestrian & Bike Lighting	17.0	EA	$ 10,100	$ 171,700
Landscaping & Shade	5.0	BLOCK	$ 40,600	$ 203,000
Bulb-Outs at Corners	5.0	EA	$ 121,700	$ 608,500
PROJECT SUB-TOTAL				$ 1,925,600.00

Metro G Line (Orange) Cost Estimates
Sepulveda Station - Pedestrian

Location: **Metro G Line (Orange) Busway**
Limits: Haskell Avenue to half-mile east of the proposed station

Prepared by: IBI Group
Date: 2021-01-25

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
New or Improved Crosswalks	1.0	LEG	$ 1,150	$ 1,150
Pick-up/Drop-off	2.0	EA	*Included in Planned Station Design	
Pedestrian & Bike Lighting	72.0	EA	$ 10,100	$ 727,200
Landscaping & Shade	1.0	BLOCK	$ 40,600	$ 40,600
PROJECT SUB-TOTAL				$ 768,950.00

Metro G Line (Orange) Cost Estimates
Sepulveda Station - Pedestrian

Location: **Victory Boulevard**
Limits: Blucher Avenue to Noble Avenue

Prepared by: IBI Group
Date: 2021-01-25

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
New or Improved Crosswalks	1.0	LEG	$ 1,150	$ 1,150
Bus Stop Improvements	2.0	EA	$ 45,600	$ 91,200
New Sidewalks	5640.0	SF	$ 44	$ 248,160
Pedestrian & Bike Lighting	12.0	EA	$ 10,100	$ 121,200
PROJECT SUB-TOTAL				$ 461,710.00

Metro G Line (Orange) Cost Estimates
Sepulveda Station - Pedestrian

Location: **Erwin Street**
Limits: From Blucher Avenue to Noble Avenue

Prepared by: IBI Group
Date: 2021-01-25

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
New or Improved Crosswalks	3.0	LEG	$ 1,150	$ 3,450
New Sidewalks	4520.0	SF	$ 44	$ 198,880
Traffic Calming	2.0	EA	$ 10,000	$ 20,000
Landscaping & Shade	3.0	BLOCK	$ 40,600	$ 121,800
PROJECT SUB-TOTAL				$ 344,130.00

Metro G Line (Orange) Cost Estimates
Sepulveda Station - Pedestrian

Location: **Oxnard Street**
Limits: From west extent to beyond Lemona Avenue

Prepared by: IBI Group
Date: 2021-01-25

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
Improved Sidewalks	23200.0	SF	$ 13	$ 301,600
PROJECT SUB-TOTAL				$ 301,600.00

Metro G Line (Orange) Cost Estimates
Sepulveda Station - Pedestrian

Location: **Hatteras Street**
Limits: From Sepulveda Boulevard to Noble Avenue

Prepared by: IBI Group
Date: 2021-01-25

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
New or Improved Sidewalks	7280.0	SF	$ 44	$ 320,320
PROJECT SUB-TOTAL				$ 320,320.00

Metro G Line (Orange) Cost Estimates
Sepulveda Station - Pedestrian

Location: **Orion Avenue**
Limits: From Victory Boulevard to Erwin Street

Prepared by: IBI Group
Date: 2021-01-25

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
New or Improved Sidewalks	5000.0	SF	$ 44	$ 220,000
PROJECT SUB-TOTAL				$ 220,000.00

Metro G Line (Orange) Cost Estimates
Sepulveda Station - Pedestrian

Location: **Noble Avenue**
Limits: From Victory Boulevard to Hatteras Street

Prepared by: IBI Group
Date: 2021-01-25

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
Improved Sidewalks	10000.0	SF	$ 13	$ 130,000
Traffic Calming	2.0	EA	$ 10,000	$ 20,000
PROJECT SUB-TOTAL				$ 150,000.00

Metro G Line (Orange) Cost Estimates
Sepulveda Station - Pedestrian

Location: **Haskell Avenue**
Limits: From Victory Boulevard to the existing station

Prepared by: IBI Group
Date: 2021-01-25

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
Pedestrian & Bike Lighting	50.0	EA	$ 10,100	$ 505,000
PROJECT SUB-TOTAL				$ 505,000.00

Metro G Line (Orange) Cost Estimates
Sepulveda Station - Pedestrian

Location: **Halbrent Avenue**
Limits: From Victory Boulevard to Erwin Street

Prepared by: IBI Group
Date: 2021-01-25

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
Improved Sidewalks	5040.0	SF	$ 13	$ 65,520
PROJECT SUB-TOTAL				$ 65,520.00

Metro G Line (Orange) Cost Estimates
Sepulveda Station - Pedestrian

Location: **Califa Street**
Limits: From Halbrent Avenue to Noble Avenue

Prepared by: IBI Group
Date: 2021-01-25

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
New Sidewalks	1800.0	SF	$ 44	$ 79,200
PROJECT SUB-TOTAL				$ 79,200.00

Metro G Line (Orange) Cost Estimates
Sepulveda Station - Pedestrian

Location: **Columbus Avenue**
Limits: From Victory Boulevard to Erwin Street

Prepared by: IBI Group
Date: 2021-01-25

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
New Sidewalks	5040.0	SF	$ 44	$ 221,760
PROJECT SUB-TOTAL				$ 221,760.00

Rough Order of Magnitude (ROM) Cost Estimate
2021-01-25
Metro G Line (Orange)
Sepulveda Station
Projects for Bicyclists

Corridor	Subtotal
Sepulveda Boulevard	**$ 507,050.00**
Metro G Line (Orange) Busway	**$ -**
Victory Boulevard	**$ 49,400.00**
Hatteras Street	**$ 7,200.00**
Noble Avenue	**$ 1,200.00**
Friar Street	**$ 2,400.00**
IMPROVEMENTS SUBTOTAL	**$ 567,250.00**

Metro G Line (Orange) Cost Estimates
Sepulveda Station - Bicyclist

Prepared by: IBI Group
Date: 2021-01-25

Location: **Sepulveda Boulevard**
Limits: From a half-mile north of the proposed station to a half-mile south of the proposed station

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
Bicycle-friendly Intersection	0.5	EA	$ 101,500	$ 50,750.00
Class IV Projected Lanes - Striped Buffer	1.0	MILE	$ 456,300	$ 456,300.00
PROJECT SUB-TOTAL				$ 507,050.00

Metro G Line (Orange) Cost Estimates
Sepulveda Station - Bicyclist

Location: **Metro G Line (Orange) Busway**
Limits: Haskell Avenue to half-mile east of the proposed station

Prepared by: IBI Group
Date: 2021-01-25

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
Bicycle Parking	12.0	EA	*Included in Planned Station Design	
PROJECT SUB-TOTAL				$ -

Metro G Line (Orange) Cost Estimates

Location: **Victory Boulevard**
Limits: Blucher Avenue to Noble Avenue

Prepared by: IBI Group
Date: 2021-01-25

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
Class II Striped Lanes	0.7	EA	$ 76,000	$ 49,400
PROJECT SUB-TOTAL				$ 49,400.00

Metro G Line (Orange) Cost Estimates

Location: **Hatteras Street**
Limits: Sepulveda Boulevard to Lemona Avenue

Prepared by: IBI Group
Date: 2021-01-25

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
Class III Bike-friendly Street	12.0	EA	$ 600	$ 7,200
PROJECT SUB-TOTAL				$ 7,200.00

Metro G Line (Orange) Cost Estimates

Location: **Noble Avenue**
Limits: Hatteras Street heading southbound

Prepared by: IBI Group
Date: 2021-01-25

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
Class III Bike-friendly Street	2.0	EA	$ 600	$ 1,200
PROJECT SUB-TOTAL				$ 1,200.00

Metro G Line (Orange) Cost Estimates

Location: **Friar Street**
Limits: Columbus Avenue to beyond Noble Avenue

Prepared by: IBI Group
Date: 2021-01-25

FTA SCC 10-50 CONSTRUCTION COSTS

Item Description	QTY	Unit	Amount	
			Unit Cost	Amount
Class III Bike-friendly Street	4.0	EA	$ 600	$ 2,400
PROJECT SUB-TOTAL				$ 2,400.00

Supporting Documents

- Walk Audit Summary
- Community Engagement Summary
- Cost Assumptions Summary
- Project Scoring Methodology Summary
- Local Jurisdiction Coordination Summary

Metro G Line (Orange)

First/Last Mile Planning
Sepulveda Station Walk Audit Summary - Final

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1 Introduction

In order to inform first/last mile recommendations for the Sepulveda G Line (Orange) station, the technical team performed walk audits of the streets adjacent to the station area. The purpose of this memorandum is to document the results of the walk audits to prepare for the community outreach process, as well as inform the Pathway Network recommendations.

1.1 Walk Audit Approach

Consistent with Metro's approach for first/last mile walk audits, two technical audits were conducted for the Sepulveda Station—one during the afternoon/early evening of November 18, 2019, and one during the morning of November 19, 2019. The evening walk audit was included to ensure the team captured data related to pedestrian lighting conditions. In addition to the consultant team, members of the walk audit groups included representatives from Metro and the City of Los Angeles.

The team divided the 1/2-mile station area into quadrants and assigned groups to cover each different quadrant. Interstate 405 is a major barrier in the 1/2-mile walking distance to the west of the station. Figure 1 below shows that a significant portion of the 1/2-mile walk shed is cut off by I-405, specifically the southwest quadrant; because of that, the walk audits focused on surveying conditions in quadrants 1 through 3. Figure 1 also shows the half mile radius area surrounding the station and the three distinct quadrants that were audited. The team will consider how to address connectivity from the station to the Sepulveda Basin Recreation Area, located west of I-405 as part of the pathway network development.



Figure 1: Station area divided in quadrants

Each group was provided with a map of the one of the quadrants and survey questions related to safety, aesthetics, accessibility, and transfers. The teams were divided to provide diversity among different agencies and technical backgrounds. Groups were encouraged to select their own path to walk within their assigned quadrant and note their observations on the map. Whereas some of the teams consolidated their comments on a single survey, other teams completed two surveys. Participants were invited to record observations in three primary categories: Strengths, Barriers and Observed Behaviors. After finishing the walk audit, the teams completed the survey to capture their overall impressions of the quadrant they walked. Photos of existing conditions taken by participants were compiled and categorized by quadrant and walk audit period.

1.2 Existing Conditions Analysis Methodology

In order to establish a baseline for the Walk Audit report, the technical team assessed existing infrastructure conditions and gathered the following:

- Identification of bicycle access routes based on existing and planned bicycle facilities.
- Inventory of existing sidewalks, crosswalks, pedestrian signals, wayfinding, lighting and curb ramps.
- Physical roadway characteristics, sidewalk widths and pavement/sidewalk quality.
- Operational roadway characteristics, including arterials (roads that provide the fastest method of travel) and collectors (roads that connect neighborhood streets with arterials).
- Street classification and bicycle facility classification.
- Traffic signage (posted speed limit, parking restrictions, school zones, etc.).
- Roadway Average Daily Traffic counts, posted speeds, and roadway grade.

The existing conditions analysis results are presented in Section 2. Following completion of the walk audits and surveys, the technical team compiled and mapped the locations of comments recorded by participants and are presented in Section 3.1. Results from the Walk Audit Surveys were compiled into a spreadsheet and are presented in Section 3.2. Taken together, each component informs the Key Takeaways presented in Section 3.3, and will inform the Pathway Network recommendations for the project.

2 Existing Conditions

2.1 Vehicle and Roadway Facilities

The technical team compiled information on vehicle and roadway facilities using a combination of the City of Los Angeles Bureau of Engineering NavigateLA mapping tool and Google Street View. A table illustrating street information such as number of lanes, presence of medians, posted speed limits, parking restrictions, school zones, and roadway grades is contained in Appendix A.

2.2 Pedestrian Facilities and Road Types

Figure 2 on the following page illustrates the observed conditions related to pedestrian facilities and roads, including signalized and unsignalized crosswalks, areas where sidewalks are missing, City of Los Angeles roadway classifications, and the Average Daily Traffic (ADT) counts for the major streets.



Figure 2: Pedestrian Facilities and Road Types

2.3 Bicycle Facilities

Figure 3 illustrates the existing and proposed bicycle facilities located in and adjacent to the project study area including bike lanes (shared-used paths (Class I), striped lanes (Class II), wheel-friendly streets (Class III) and protected lanes (Class IV)) It also illustrates the Metro Proposed Active Transportation Strategic Plan routes for the area.

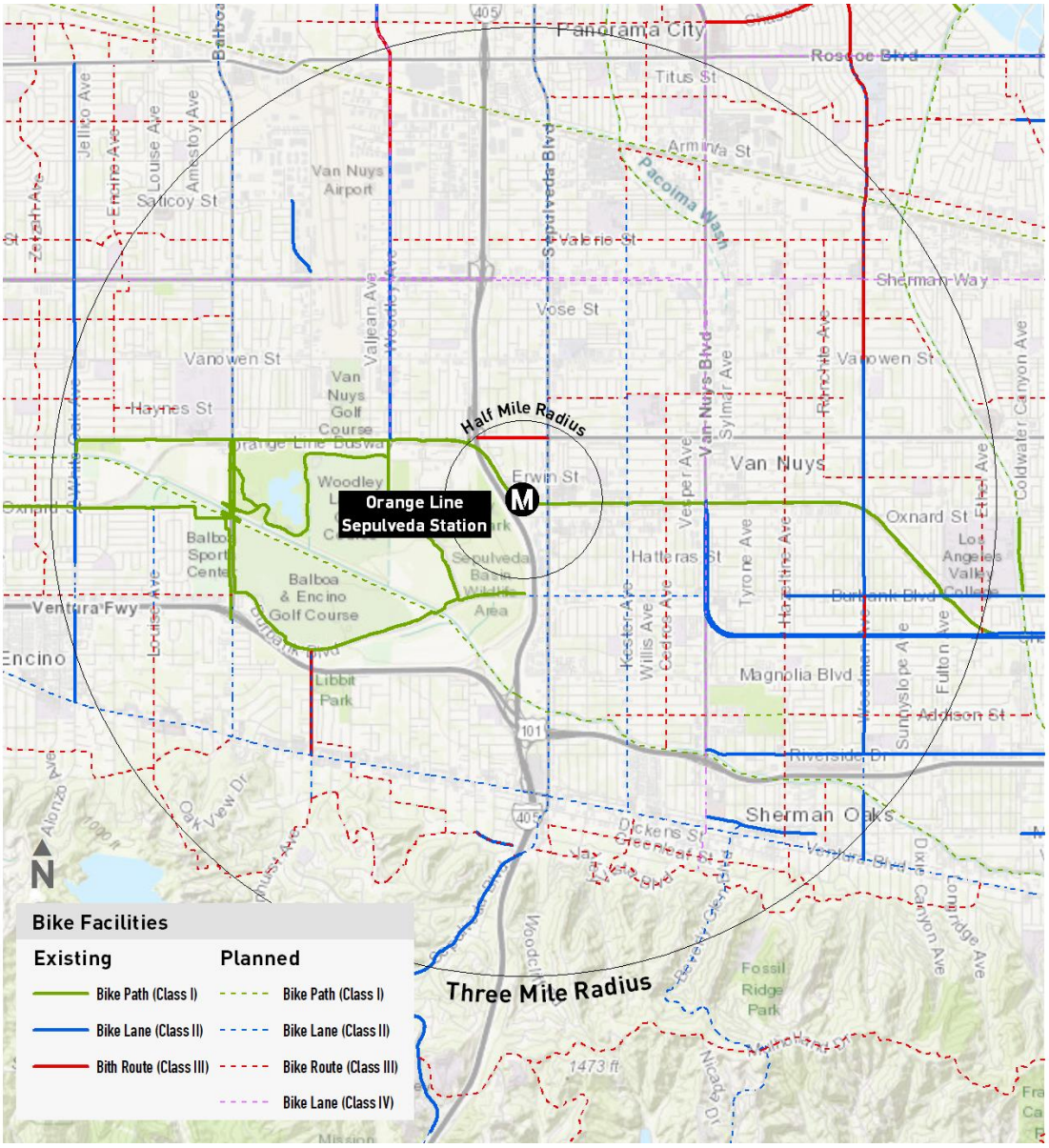

Figure 3: Existing and Planned Bicycle Facilities

3 Walk Audit Results

3.1 Barriers, Strengths, and Observed Behaviors

Each walk audit team classified their notes into one of the three categories described below. The technical team grouped similar comments into single subcategories to streamline comments for comprehension and legibility on the map (Figure 4).

3.1.1 Barriers (B)

Barriers include items such as lack of sidewalks, bus stops needing improvement, and other items that detract from a pleasant pedestrian, cyclist and transit rider experience.

Number	Category
B1	Bus stop improvements needed
B2	Sidewalk Obstruction
B3	Crosswalk improvements needed
B4	Inactive street
B5	Landscape maintenance needed
B6	Lighting improvements needed
B7	No bike lane
B8	No crosswalk
B9	No sidewalk
B10	Wayfinding needed
B11	Traffic safety concerns (e.g. poorly marked crosswalks, high traffic volumes)
B12	Personal Safety concern (e.g. isolated spaces, poor visibility)
B13	Lack of shade
B14	Sidewalk improvements needed

3.1.2 Strengths (S)

Strengths include items such as traffic calming elements, landscaping, shade (from infrastructures or landscaping), and other amenities that contribute to a pleasant pedestrian or bicycling experience.

Number	Category
S1	Presence of a bus stop (offers multimodal options)
S2	Crosswalks

Number	Category
S3	Landscaping
S4	Lighting
S5	On-street parking (provides a buffer for pedestrians from adjacent street traffic)
S6	Shade
S7	Sidewalks
S8	Traffic calming
S9	Wayfinding

3.1.3 Observed Behaviors (O)

Observed behaviors may include activities, behaviors, or other observations by walk audit participants that contributes to a safe and comfortable environment for pedestrians and bicyclists, or to the contrary, an environment perceived as unsafe. For example, the presence of joggers can suggest this is an area where other people and supportive streetscape amenities are present. The presence of street vendors offers “eyes on the street” and suggests this is a pedestrian-friendly, safe area.

However, certain behaviors suggest there are potential conflicts between users of the road. For example, high vehicular speeds can give pedestrians a feeling of danger, especially at intersections. Cars blocking intersections also suggests this is an area where pedestrian and cyclists are not welcomed.

This category also includes general observations that can influence the character of a space. For instance, certain land uses can create either a welcoming or inhospitable environment. Industrial land uses often feature large building footprints, blank walls with few windows, and a general lack of street activity—creating a feeling of isolation for pedestrians nearby. Mixed-use or residential areas, on the other hand, are more often associated with human-scale environments.

Number	Category
O1	Bicyclist on sidewalk
O2	Car blocking intersection
O3	High vehicular speeds
O4	Industrial area
O5	Jogger observed
O6	Midblock jaywalker
O7	Low vehicular speeds
O8	Residential area
O9	Street vendors
O10	Heavy truck traffic

The combined B, S, and O comments are displayed visually on the Walk Audits Map (Figure 4) below.

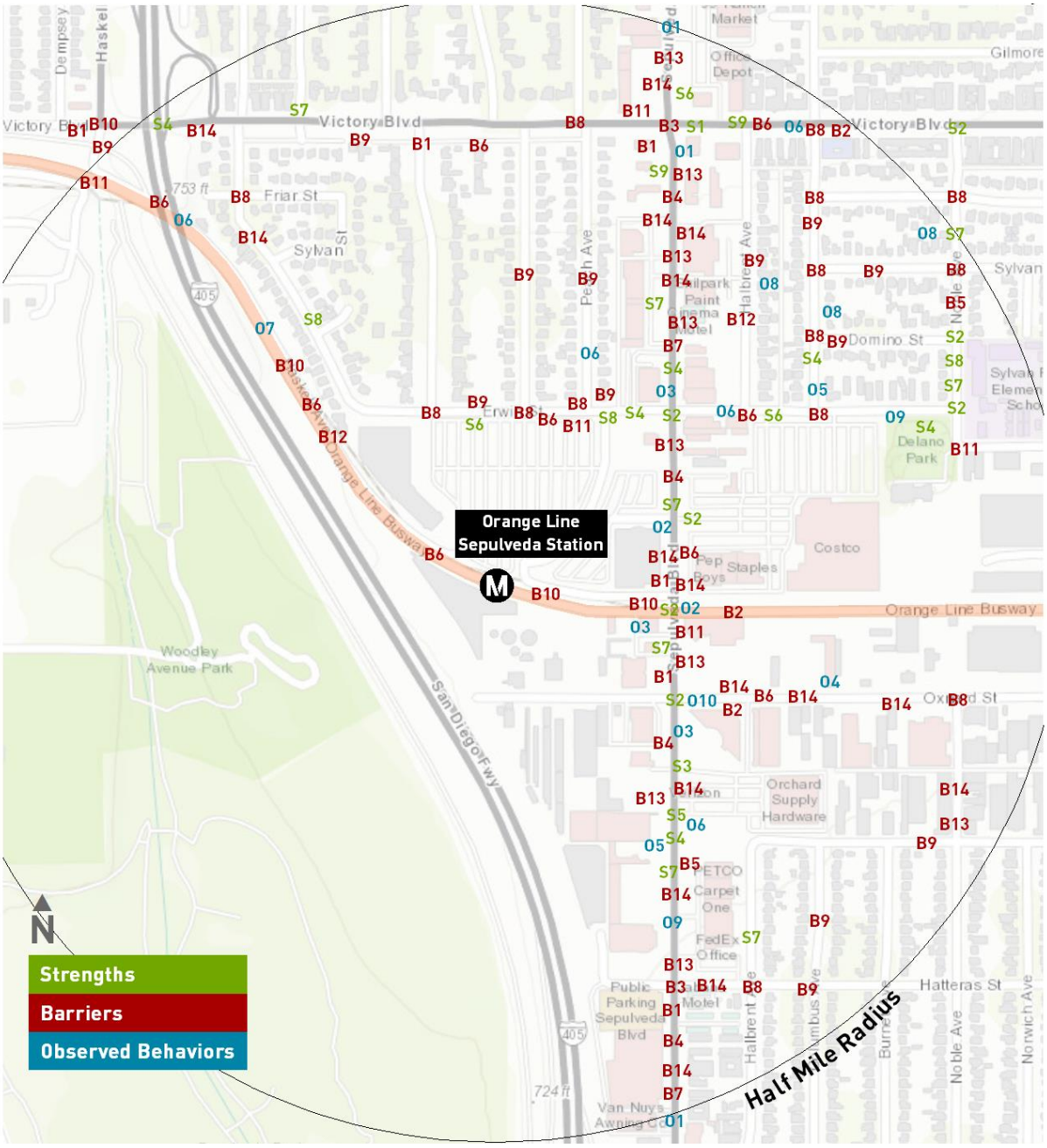

Figure 4: Walk Audit Summary

3.2 Walk Audit Survey Results

Participants completed a survey about how they perceived conditions overall in their quadrant. They rated experiential aspects of the area they walked from 1 to 5 with 5 being the most positive, thereby quantifying qualitative data. The technical team then analyzed the scores for each question and each quadrant to create qualitative evaluations of the station area and to inform broad characterizations of the environment.

The survey questions were divided into four categories:

1) **Safety** – evaluations of lighting, security, pedestrian and bike infrastructure, and signage.

2) **Aesthetics** – evaluations of street design characteristics, landscaping, pedestrian amenities, and the presence or absence of litter and noise pollution.

3) **Accessibility** – evaluations of sidewalks, crosswalks, curbs and curb ramps, wayfinding signage, and bicycle infrastructure.

4) **Transfers** – evaluations of intermodal transfer amenities and infrastructure.

The analysis of the responses indicates the following characterizations of the station area:

- The lowest-ranking scores were in categories related to security/police presence, safety buffers for cyclists, driver behavior, sense of place, and quality of signage/navigation. Ten of the questions averaged between 1.0 and 2.0—a large number with responses in the strongly disagree to disagree range.

- Nearly half of the total number of questions received a score between 2.0 and 3.0, indicating that the greatest number of responses were somewhere between disagree and neutral.

- The highest-ranking scores were evaluations of the station area, quality of parking and drop-off areas, and shaded seating and waiting areas for stops. Six questions ranked 3.0 or higher.

- The average scores for the four main categories (safety, aesthetics, accessibility, and transfers) ranged between 2.2 and 2.6 out of 5. On all four categories, survey respondents rated the project study area negatively overall.

- The highest-scoring question by far related to the quality of parking and the pick-up/drop-off facilities. If this question were excluded from the average of the Accessibility category, its average score would fall from 2.56 to 1.93. This aligns with overall observations that the project study area is highly auto-centric, and although the station works well to serve park-and-ride and drop-off riders, first/last mile improvements to support active transportation are needed.

- The team that surveyed Quadrant 1 during the evening session gave the highest cumulative score. This team’s route included the least amount of travel

on major streets and was largely confined to the Metro G Line (Orange) bike path and residential streets. The team that surveyed the same quadrant during the day walked a much greater distance along Victory Boulevard and gave a significantly lower score.

- The lowest scores were provided by evaluators of Quadrant 2. The routes taken by these groups included significant portions of Sepulveda Boulevard and Victory Boulevard. Their evaluations support City of Los Angeles traffic data, which lists both on the High Injury Network as streets with a high concentration of severe injuries and deaths, with an emphasis on those involving people walking and biking.

- Quadrant 3 was the only section that scored higher during the evening session than during the daytime session. The daytime group consistently provided a lower ranking on pedestrian amenities, perhaps due to route choice or the amount of traffic experienced during daytime. The table below summarizes the scoring for each category by quadrant and is followed both by general observations and key takeaways from the survey.

	Question / Category	Quadrant 1			Quadrant 2			Quadrant 3		Average Score	Average score by section
		11/18 (AM)	11/18 (AM)	11/19 (PM)	11/18 (AM)	11/18 (AM)	11/19 (PM)	11/18 (AM)	11/19 (PM)		
Safety	1.1 - Adequate lighting	3	3	3	3	3	3	3	3	3.0	**2.22**
	1.2 - Eyes-on-the-street	3	2	2	2	2	3	2	3	2.4	
	1.3 - Presence of security/police	1	2	1	1	2	4	1	1	1.6	
	1.4 - Well maintained public realm	3	2	4	4	4	2	3	2	3.0	
	1.5 - Safety buffer for bikes	2	1	1	1	1	1	2	1	1.3	
	1.6 - Safety buffer for pedestrians	3	1	3	2	2	2	3	2	2.3	
	1.7 - People-friendly traffic speeds and manners	3	2	1	1	1	1	1	1	1.4	
	1.8 - Clear safety signage	1	2	1	2	2	2	2	1	1.6	
	1.9 - Station area feels safe	3	4	3	4	4	4	3	3	3.5	
Aesthetics	2.1 - Sense of place	1	2	1	1	1	2	2	1	1.4	**2.21**
	2.2 - Pleasant landscaping	4	3	1	2	3	3	2	3	2.6	
	2.3 - Strategically placed pedestrian amenities	2	1	3	3	3	1	3	1	2.1	
	2.4 - Pedestrian unfriendly elements are limited	2.5	1	3	2	2	2	3	2	2.2	
	2.5 - Pleasant experience	3	2	2	2	3	3	4	3	2.8	
Accessibility	3.1 - High quality sidewalks	4	3	2	2	2	2	2	2.5	2.4	**2.56**
	3.2 - Clear, safe crossings	4	1	4	2	2	2	5	3	2.9	
	3.3 - Operating and sufficient bicycle facilities	3	3	1	1	1	2	2	1	1.8	
	3.4 - High quality signage	1	1	1	1	1	2	1	1	1.1	
	3.5 - Streamlined parking and drop-off	5	5	5	4	4	4	4	4	4.4	

	Question / Category	Quadrant 1			Quadrant 2			Quadrant 3		Average Score	Average score by section
		11/18 (AM)	11/18 (AM)	11/19 (PM)	11/18 (AM)	11/18 (AM)	11/19 (PM)	11/18 (AM)	11/19 (PM)		
	3.6 - Curbs and curb ramps are provided	2	2	3	3	3	2	5	3	2.9	
	3.7 - Navigating the public realm	1	1	2	3	3	5	2	3	2.5	
Transfers	4.1 - Clear transit transfer signage	1	1	1	1	1	2	1	2	1.3	
	4.2 - Real-time information	4	5	2	3	3	3	2	4	3.3	
	4.3 - Shaded seating and waiting areas	5	5	3	2	2	3	4	3	3.4	**2.30**
	4.4 - Reduced distances for travelers	3	2	2	1	1	3	1	2	1.9	
	4.5 - Seamless transfers	2	2	1	1	1	3	1	3	1.8	
	Total Score	69.5	59	56	54	57	66	64	58.5		

Table 1: Walk Audit Survey Quantitative Results

3.3 Key Takeaways

The walk audit survey, photos, and compilation of barriers, strengths, and observed behaviors covered the majority of walk and wheeled routes in the project study area. Taken together, the data informed key takeaways in a number of areas.

Auto-centricity

The sections of Sepulveda Boulevard and Victory Boulevard in the study area are both listed on Los Angeles Department of Transportation's High-Injury Network as streets with a high concentration of severe injuries and deaths, with an emphasis on those involved people walking and bicycling. Audit participants noticed high vehicular speeds and turning movements, aggressive driver behavior, and areas of potential conflict due to land use and street designs that prioritize drivers. Crosswalks at major intersections had faded or missing paint and do not adequately call attention to the potential for pedestrians crossing. Sidewalks at major intersections had limited buffer zones that forced pedestrians to wait in close proximity to turning cars, and green right-turn arrows at signals prioritized auto throughput.

Sidewalks and Accessibility

Several neighborhood streets were missing sidewalks. Sidewalks along major streets had cracked or uneven sidewalks that, in numerous locations, did not appear to meet ADA standards, creating walking and rolling hazards. Curb cuts were missing at some locations, while others were broken or poorly maintained.

Bus Stops

Passenger amenities varied. Some bus stops included benches and trash receptacles, while others included bus shelters. Very few provided shade. Several bus stops on Victory Boulevard west of Sepulveda offered no amenities beyond a bus stop sign.

Driving Behavior

Survey respondents reported feeling unsafe crossing the street even at major intersections due to high vehicular speeds, drivers blocking sidewalks as they turned out of properties, and aggressive turning movements.

Lighting and Safety

Stretches of the G Line Busway Bike Path had lighting that was either nonoperational or failed to fully illuminate the path. Some neighborhood streets and portions of major arterials lacked adequate lighting for pedestrians to see and be seen by drivers at night. Some streets featured long stretches where buildings did not have street-facing windows thereby lacking a sense of "eyes on the street" and perception of safety.

Cycling and Micromobility Infrastructure

Except for the G Line (Orange) Busway Bike Path and station area, there were no facilities such as bike lanes for bicycles, e-scooters, or other micromobility devices. Cyclists were forced to either ride on the sidewalk or share the roadway with cars traveling at speeds greater than 40 miles per hour. There was also very limited wayfinding signage informing riders of the bike path.

3.4 Select Photos

The following photos capture a portion of the observations gathered during the walk audits.



Figure 5: Chainlink fence behind office park cuts off the neighborhood from the main street and reduces walkability (Intersection of Hatteras Street and Califa Street).



Figure 6: High volumes of vehicular traffic on Oxnard Street to access Interstate 405.



Figure 7: Broken curb ramp and faded crosswalk at Whitman Avenue and Victory Boulevard.

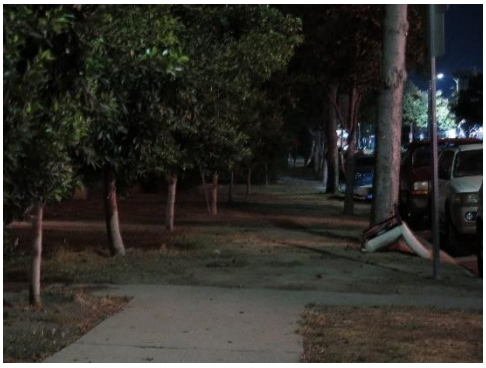

Figure 8: Disconnected / missing sidewalks on Columbus Avenue.



Figure 9: Faded and missing crosswalk striping at the intersection of Sepulveda Boulevard and Victory Boulevard.

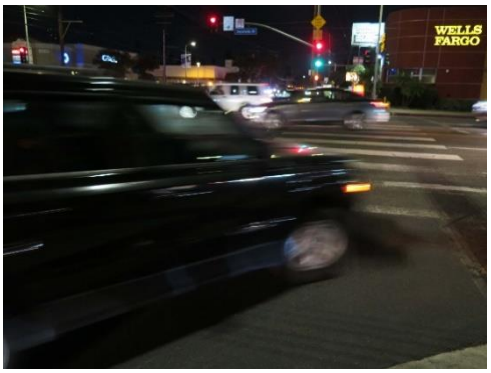

Figure 10: Right-turn arrows prioritize the movement of cars at intersections, where pedestrians are not prioritized.



Figure 11: Poorly lit bus stop at the northwest corner of Sepulveda Boulevard and Victory Boulevard.



Figure 12: A family with young children using the crosswalk at Sepulveda Boulevard and Victory Boulevard.

4 Next Steps

The Sepulveda G Line (Orange) walk audits gathered a variety of information pertaining to existing conditions in the project study area. The team identified areas where improvements to sidewalks, crosswalks, and curb cuts could contribute to a safer and a more enjoyable place to walk and roll to transit. Improvements to bicycle facilities and lighting could also help create an environment that feels safer for all users of the street. Results from the walk audit and survey will inform the draft Pathway Network and recommendations that will be developed in subsequent tasks and presented to the public during the community engagement process.

Appendix A: Roadway Characteristics

Number	Segment	Start	End	Roadway Width	Travel Lanes	Travel Lane Width	North or Westbound Turning Lanes	South or Eastbound Turning Lanes	Center Median	On-Street Parking	Parking Restrictions	Speed Limit	Grade	Roadway Quality	North or Westbound Sidewalk Width	North or Westbound Sidewalk Quality	South or Eastbound Sidewalk Width	South or Eastbound Sidewalk Quality	School Zone
1	Victory Blvd	I-405	Blucher Ave	80 feet	6	10 feet	None	1 Left	Striped	No	No Parking	40	Low to None	Good	6 feet	Fair	5 feet	Fair	No
2	Victory Blvd	Blucher Ave	Firmament Ave	80 feet	6	10 feet	None	1 Left	Striped	No	No Parking	40	Low to None	Fair	7 feet	Good	None	None	No
3	Victory Blvd	Firmament Ave	Orion Ave	80 feet	6	10 feet	None	1 Left	Striped	No	No Parking	40	Low to None	Poor	5 feet	Good	None	None	No
4	Victory Blvd	Orion Ave	Langdon Ave	80 feet	6	10 feet	None	1 Left	Striped	No	No Parking	40	Low to None	Poor	5 feet	Good	None	None	No
5	Victory Blvd	Langdon Ave	Peach Ave	80 feet	6	10 feet	None	1 Left	Striped	No	No Parking	40	Low to None	Poor	5 feet	Good	None	None	No
6	Victory Blvd	Peach Ave	Sepulveda Blvd	80 feet	6	10 feet	None	1 Left, 1 Right	Striped	No	No Parking	40	Low to None	Poor	12 feet	Fair	12 feet	Good	No
7	Victory Blvd	Sepulveda Blvd	Halbrent Ave	80 feet	6	10 feet	1 Left, 1 Right	None	Striped	No	No Parking	40	Low to None	Good	10 feet	Good	12 feet	Good	No
8	Victory Blvd	Halbrent Ave	Columbus Ave	80 feet	6	10 feet	1 Left	None	Striped	Westbound Only	No Stopping 7AM to 9AM and 4PM to 7PM	40	Low to None	Good	5 feet	Good	5 feet	Good	No
9	Victory Blvd	Columbus Ave	Half Mile Mark	80 feet	6	10 feet	None	None	Striped	Westbound Only	No Stopping 7AM to 9AM and 4PM to 7PM	40	Low to None	Good	5 feet	Good	5 feet	Good	No
10	Sepulveda Blvd	Half Mile Mark	Victory Blvd	80 feet	6	10 feet	None	2 Left, 1 Right	Striped	Southbound Only	2 Hour Parking 8AM to 6PM	40	Low to None	Poor	10 feet	Good	8 feet	Good	No
11	Sepulveda Blvd	Victory Blvd	Erwin St	80 feet	6	10 feet	2 Left	1 Left	Striped	Yes	1 Hour Parking 8AM to 6PM Northbound; 2 Hour Parking 8AM to 6PM Southbound	40	Low to None	Good	Varies	Fair	10 feet	Good	No
12	Sepulveda Blvd	Erwin St	Costco Dr	80 feet	6	10 feet	1 Left	1 Left	Striped	Yes	1 Hour Parking 8AM to 6PM	40	Low to None	Good	Varies	Good	10 feet	Good	No
12	Sepulveda Blvd	Costco Dr	Orange Line Busway	80 feet	6	10 feet	1 Left	1 Bus Only Left	Striped	No	No Parking	40	Low to None	Good	10 feet	Good	10 feet	Fair	No
13	Sepulveda Blvd	Orange Line Busway	Oxnard St	80 feet	6	10 feet	1 Left	1 Left	Striped	Yes	1 Hour Parking 8AM to 6PM	40	Low to None	Good	8 feet	Good	10 feet	Good	No
14	Sepulveda Blvd	Oxnard St	Hatteras St	80 feet	6	10 feet	1 Left	1 Left	Striped	Yes	None	40	Low to None	Good	Varies	Good	Varies	Good	No
15	Sepulveda Blvd	Hatteras St	Half Mile Mark	80 feet	6	10 feet	1 Left	None	Striped	Yes	2 Hour Parking 8AM to 6PM	40	Low to None	Good	10 feet	Good	10 feet	Good	No
16	Oxnard St	West End	Sepulveda Blvd	40 feet	2	None	None	None	None	Yes	None	40	Low to None	Good	5 feet	Fair	Varies	Fair	No
17	Oxnard St	Sepulveda Blvd	Noble Ave	56 feet	4	10 feet	1 Left	None	Striped	Yes	None	40	Low to None	Poor	10 feet	Poor	10 feet	Fair	No
18	Oxnard St	Noble Ave	Half Mile Mark	56 feet	4	10 feet	None	None	Striped	Yes	None	40	Low to None	Fair	10 feet	Poor	10 feet	Fair	No
19	Erwin St	Blucher Ave	Orion Ave	36 feet	2	None	None	None	None	Yes	Tuesday 8AM to 10AM Westbound; Monday 8AM to 10AM Eastbound	25	Low to None	Good	None	None	7 feet	Good	No
20	Erwin St	Orion Ave	Langdon Ave	36 feet	2	None	None	None	None	Yes	Tuesday 8AM to 10AM Westbound; Monday 8AM to 10AM Eastbound	25	Low to None	Fair	None	None	7 feet	Good	No
21	Erwin St	Langdon Ave	Peach Ave	36 feet	2	None	None	None	None	Westbound Only	Tuesday 8AM to 10AM Westbound	25	Low to None	Good	None	None	7 feet	Good	No
22	Erwin St	Peach Ave	Sepulveda Blvd	36 feet	2	None	1 Left	1 Left	None	No	No Parking	25	Low to None	Fair	12 feet	Fair	12 feet	Good	No
23	Erwin St	Sepulveda Blvd	Halbrent Ave	40 feet	2	None	1 Left	None	None	Yes	1 Hour Parking 8AM to 6PM	25	Low to None	Good	7 feet	Good	8 feet	Good	No
24	Erwin St	Halbrent Ave	Columbus Ave	40 feet	2	None	None	None	None	Eastbound Only	2 Hour Parking 8AM to 6PM	25	Low to None	Good	None	None	10 feet	Good	No
25	Erwin St	Columbus Ave	Noble Ave	40 feet	2	None	None	None	None	Yes	1 Hour Parking 8 AM to 6PM Eastbound; 8AM to 10AM Monday Westbound	25	Low to None	Good	12 feet	Fair	7 feet	Good	Yes
26	Blucher Ave	Victory Blvd	Erwin St	36 feet	2	None	None	None	None	Yes	Tuesday 8AM to 10AM Northbound; Monday 8AM to 10AM Southbound	25	Low to None	Good	5 feet	Good	5 feet	Good	No
27	Orion Ave	Victory Blvd	Erwin St	36 feet	2	None	None	None	None	Yes	None	25	Low to None	Good	None	None	None	None	No
28	Langdon Ave	Victory Blvd	Erwin St	36 feet	2	None	None	None	None	Yes	Tuesday 8AM to 10AM Northbound; Monday 8AM to 10AM Southbound	25	Low to None	Fair	None	None	None	None	No
29	Peach Ave	Victory Blvd	Erwin St	36 feet	2	None	None	None	None	Yes	Monday 8AM to 10AM Northbound; Tuesday 8AM to 10AM Southbound	25	Low to None	Poor	None	None	None	None	No
30	Halbrent Ave	Victory Blvd	Erwin St	36 feet	2	None	None	None	None	Yes	Tuesday 8AM to 10AM Northbound; Monday 8AM to 10AM Southbound	25	Low to None	Good	None	None	5 feet	Fair	No
31	Columbus Ave	Victory Blvd	Erwin St	36 feet	2	None	None	None	None	Yes	Monday 8AM to 10AM Northbound; Tuesday 8AM to 10AM Southbound	25	Low to None	Fair/ Poor	None	None	None	None	No
32	Friar St	Blucher Ave	Sylvan St	36 feet	2	None	None	None	None	Yes	Tuesday 8AM to 10AM Westbound; Monday 8AM to 10AM Eastbound	25	Low to None	Good	5 feet	Good	5 feet	Good	No
33	Friar St	Columbus Ave	Half Mile Mark	36 feet	2	None	None	None	None	Yes	Tuesday 8AM to 10AM Westbound; Monday 8AM to 10AM Eastbound	25	Low to None	Fair	None	None	None	None	No
34	Sylvan St	Blucher Ave	Friar St	36 feet	2	None	None	None	None	Yes	Monday 8AM to 10AM Westbound; Tuesday 8AM to 10AM Eastbound	25	Low to None	Fair	5 feet	Good	5 feet	Good	No

Appendix A: Roadway Characteristics

35	Sylvan St	Columbus Ave	Noble Ave	36 feet	2	None	None	None	None	Yes	Monday 8AM to 10AM Westbound; Tuesday 8AM to 10AM Eastbound	25	Low to None	Good	None	None	None	None	No
36	Domino St	Columbus Ave	Noble Ave	36 feet	2	None	None	None	None	Yes	Tuesday 8AM to 10AM Westbound; Monday 8AM to 10AM Eastbound	25	Low to None	Good	None	None	None	None	Yes
37	Noble Ave	Half Mile Mark	Delano St	40 feet	2	None	None	None	None	Yes	Tuesday 8AM to 10AM Northbound; Monday 8AM to 10AM Southbound	25	Low to None	Good	5 feet	Good	5 feet	Good	Yes
38	Noble Ave	Oxnard St	Califa St	40 feet	2	None	None	None	None	Yes	None	25	Low to None	Good	None	None	5 feet	Fair	No
39	Noble Ave	Califa St	Half Mile Mark	40 feet	2	None	None	None	None	Yes	2 Hour Parking 8AM to 6PM	25	Low to None	Good	5 feet	Good	None	None	No
40	Califa St	Halbrent Ave	Columbus Ave	36 feet	2	None	None	None	None	Yes	2 Hour Parking 8AM to 6PM Eastbound; Tuesday 8AM to 10PM Westbound	25	Low to None	Good	None	None	None	None	No
	Califa St	Columbus Ave	Half Mile Mark	36 feet	2	None	None	None	None	Yes	2 Hour Parking 8AM to 6PM Eastbound; 8PM to 6AM Westbound	25	Low to None	Good	Varies	Fair	None	None	No
41	Halbrent Ave	Califa St	Half Mile Mark	36 feet	2	None	None	None	None	Yes	Monday 8AM to 10AM Northbound; Tuesday 8AM to 10AM Southbound	25	Low to None	Good	None	None	5 feet	Good	No
42	Columbus Ave	Califa St	Half Mile Mark	36 feet	2	None	None	None	None	Yes	Tuesday 8AM to 10AM Northbound; Monday 8AM to 10AM Southbound	25	Low to None	Good	None	None	None	None	No
43	Burnet Ave	Califa St	Half Mile Mark	36 feet	2	None	None	None	None	Yes	Monday 8AM to 10AM Northbound; Tuesday 8AM to 10AM Southbound	25	Low to None	Good	None	None	None	None	No
44	Hatteras St	West End	Sepulveda Blvd	40 feet	2	None	None	None	None	Yes	No Parking 9PM to 6AM	25	Low to None	Fair	10 feet	Good	5 feet	Good	No
45	Hatteras St	Sepulveda Blvd	Halbrent Ave	40 feet	2	None	None	None	None	No	No Parking	30	Low to None	Fair	10 feet	Good	None	None	No
46	Hatteras St	Halbrent Ave	Burnet Ave	40 feet	2	None	None	None	None	Yes	Monday 8AM to 10AM Westbound; Tuesday 8AM to 10AM Eastbound	30	Low to None	Good	None	None	None	None	No

Metro G Line (Orange)

First/Last Mile Planning
Community Engagement Summary

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1 Introduction

The First/Last Mile (FLM) Plan (Plan) for the Metro G Line (Orange) Sepulveda station analyzed FLM connections for the bus rapid transit (BRT) station by executing Metro's FLM planning methodology. As part of the G Line BRT Improvements Project, the Sepulveda station will be rebuilt and relocated as an elevated station near Sepulveda Bl.

This report summarizes the results of an online survey and engagement activities specific to and in support of the FLM planning effort associated with the G Line (Orange) Sepulveda station. The online survey was conducted as an effort to learn more about the experience of walking and biking to and from the Sepulveda station. This FLM planning effort included participation from Metro Countywide Planning & Development, Metro Community Relations, Metro Marketing, Metro Program Management, and consultant IBI Group.

The report is organized into five sections: 1) this introduction, 2) a description of the community engagement efforts, 3) a summary of the survey results, 4) a review of the online survey application, and 5) lessons learned. The last section is critical to Metro and other public agencies as innovative, meaningful ways are sought to engage communities in midst of the COVID-19 pandemic. Community input received through the online survey and summarized in this report will be used to inform the development of FLM project types and accompanying locations near the Metro G Line (Orange) Sepulveda station.

2 Community Engagement Summary

2.1 Objectives

Metro's FLM program has established how robust community engagement is a foundational element of the FLM planning process. In the context of FLM planning, there are three (3) key objectives for robust community engagement. The first key objective is to receive input from transit riders, especially those who walk, bike, or roll themselves to and from Metro stations. Metro riders are the core beneficiaries of FLM improvements and understanding their unique challenges and concerns regarding station access is essential for developing safe, convenient, and easier ways to access Metro stations. Further, transit riders provide the experiential knowledge critical for developing FLM project types and accompanying locations.

The second key objective is to receive input from the local community – residents, commuters, employers, neighborhood organizations – within the FLM planning area. Metro's FLM program defines the FLM planning area as a half (0.5) mile radial distance from stations for pedestrians and a three (3) mile radial distance from stations for bicyclists. Metro has a direct interest in improving pedestrian and bicycle infrastructure near Metro stations as nearby communities represent potentially new or more frequent transit riders, who would be more inclined to ride Metro if there are high-quality FLM infrastructure investments near stations.

The third key objective is to craft engagement formats that offer a creative, tactile, and "gamified" experience to encourage participation and provide the highly detailed, fine-grained data required for FLM planning. Engagement activities should seek to collect data that reflects the FLM improvement types and accompanying locations desired by community members, as well as destinations and key places of interest to which community members travel. Additionally, inquires about travel patterns provide an opportunity to check for discrepancies with the Draft Pathway Network. Interactive engagement activities serve two purposes: to collect data and feedback to inform the development of FLM project types and locations and 2) to foster general awareness of FLM issues to communities.

2.2 Initial Plan

The community engagement plan developed for the Plan initially proposed two in-person events along with intercept surveys as the primary method for soliciting input and understanding priorities from the community. The first of the events was to be a weekday pop-up event at the Sepulveda station and the second as a weekend community event at a nearby recreational facility. The latter was to feature a fun bike rodeo, led by a community-based organization, to educate parents and children about bike safety.

The in-person community engagement events were to include an interactive activity where participants were provided colorful FLM project type icons and asked to place the icons on draft Pathway Network map. This interactive activity would have allowed many to share their FLM priorities and provide a comfortable environment for the community to have one-on-one dialog with the project team.

The intercept survey was intended to take place during weekday commute hours of 6:30 a.m. – 9:30 a.m. and 4:00 p.m. – 7 p.m. The surveys were to contain 5-8 questions and be produced in both English and Spanish. Both the intercept survey and the in-person events were scheduled to occur in April 2020.

2.3 Impact of COVID-19

The COVID-19 pandemic and the State and County's Safer at Home orders enacted in March 2020 precluded Metro and the project team's ability to move forward with in-person community engagement events. In light of these challenges, Metro elected to conduct an online survey to ensure safety and compliance with State and County directives, while also providing the community and transit riders an interactive opportunity to provide meaningfully input to inform the development of project ideas for the FLM plan.

2.4 Online Engagement

Metro selected an interactive, map-based online survey application, Maptionnaire, as the main method for soliciting input from the community to inform the development of FLM project types and locations. Maptionnaire is an online survey application utilizing map-based tools to design questionnaires, collect data, and convey information. In addition to familiar question types, Maptionnaire provides respondents with an interactive, "gamified" experience with questions to identify their FLM challenges or ideas on a map. On the backend, Maptionnaire provides an automatic analysis of questionnaire data with detailed charts, maps, and GIS data for further analysis.

The Metro G Line (Orange) Sepulveda Station First/Last Mile Survey was live for 30 days, from August 26, 2020, to September 25, 2020. Over 500 responses were recorded. Participation was incentivized using a raffle for Metro-themed prize packages. The survey was promoted through a variety of methods including social media posts, E-blasts, and more as described below:

- Announcements to Neighborhood Councils, Service Councils, and Chambers of Commerce
- Posts on agency blogs (Source/El Pasajero)
- Posts on agency social media sites, such as Facebook, Instagram, Twitter
- E-blasts to a stakeholder distribution list (over 1,500 stakeholder email addresses)
- Requesting City of LA staff promote the survey with their stakeholders
- Updating the project website
- Updating the project fact sheet
- Research local community-based and faith-based organizations to request their assistance with survey promotion
- Notification of the survey on Nextdoor
- A-frame advertisements at the Sepulveda Station with a QR code link to the survey (Figure 1)



Figure 1: A-frame advertisement with QR Code at the G Line Sepulveda Station

Engaging the public online rather than in-person has both benefits and limitations. One limitation is the difficultly knowing whether online engagement efforts is eliciting input from the target audience. Online engagement methods tend to elicit input from those with broadband internet access, technological literacy, and English-speaking households. In this way, online community engagement poses significant challenges to social equity. On the other hand, there are many benefits of online engagement, including time and cost savings, an increased number of participants, and, in the context of the COVID-19 pandemic, safety. For these reasons, it is important to consider how online community engagement tools can supplement traditional community engagement efforts in the future. Section 5 describes the lessons learned from conducting online community engagement, which can be applied to future FLM plans to improve the community engagement process and outcomes.

3 Survey Results

The Metro G Line (Orange) Sepulveda Station FLM survey questions were designed to understand current access and safety issues as well as identify community priorities for future investment near the Sepulveda station. Questions about travel patterns and behaviors provided an opportunity to check for discrepancies with the Draft Pathway Network. While demographic questions were incorporated to gain insight into who participated in the survey and if the survey reached the target audience.

3.1 Demographics

The following charts present demographic data for survey respondents including age, gender, race, household income, and zip codes of respondents' residences. Discrepancies in total responses among questions can be attributed to two factors: 1) demographic questions not requiring a response and 2) how Maptionnaire collects and records survey responses, as responses were recorded for each question answered individually.

3.1.1 Age

The majority survey respondents were over the age of 25, while young adults and youth (under 25) were underrepresented. 19% of respondents were 65+, 14% were 55-64, 17% were 45-54, 19% were 35-44, 24% were 25-34, and 6% were 18-24. 0% of respondents were under the age of 18. These numbers are relatively consistent with Metro G Line riders in terms of ridership by age according to Metro's On-Board Customer Satisfaction Survey from Fall 2019: 6% are 65+, 17% 50-64, 18% 35-49, 17% 25-34, 33% 18-24, and 10% under 18.

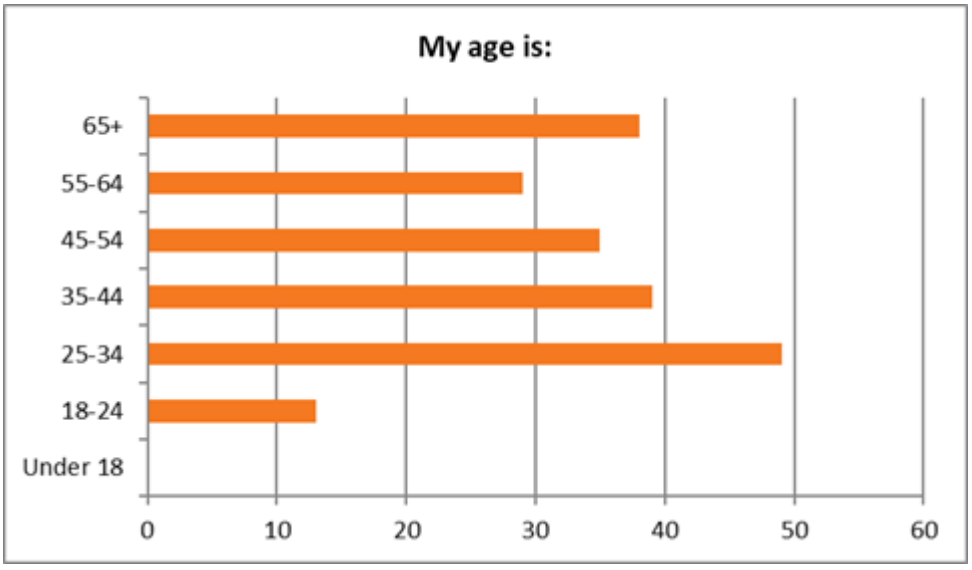

Figure 2: Age of Respondents

3.1.2 Gender

Approximately 65% of respondents identified as a man, 30% as a woman, and 5% as either transgender, non-binary, or preferred not to answer. This is not representative of gender distributions for Metro G Line riders overall according to Metro's On-Board Customer Satisfaction Survey from 2019 where 54% of G Line riders identify as a man while 45% identify as a woman. Just over 1% of G Line riders identified as non-binary ("transgender" and "prefer not to answer" were not recorded in this data).

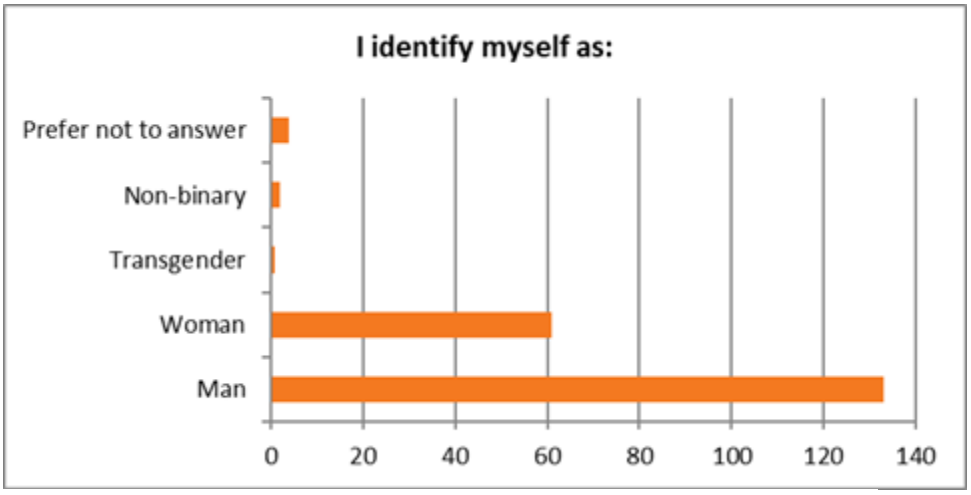

Figure 3: Gender of Respondents

3.1.3 Race and Ethnicity

Approximately 57% of respondents identified as White/Caucasian, 19% as Hispanic/Latino, 10% as Asian, Asian Indian or Pacific Islander, 6% as Black or African American, and 8% as either American Indian or Alaskan Native, Other, or declined to state. This is not necessarily reflective of Metro G Line ridership numbers by race according to Metro's General On-Board Customer Satisfaction Survey from 2019, where 54% of riders identify as Latino, 17% as white, 12% as Asian, 11% as African American/Black, and 5% as Native American, Other, or Refused. The respondent breakdown is though somewhat more reflective of the Sepulveda Station area (within 2 miles), as shown in Census data, wherein 49% of residents are white, 40% Hispanic or Latino, 6% Asian, 4% Black or African American, and 1% Other.

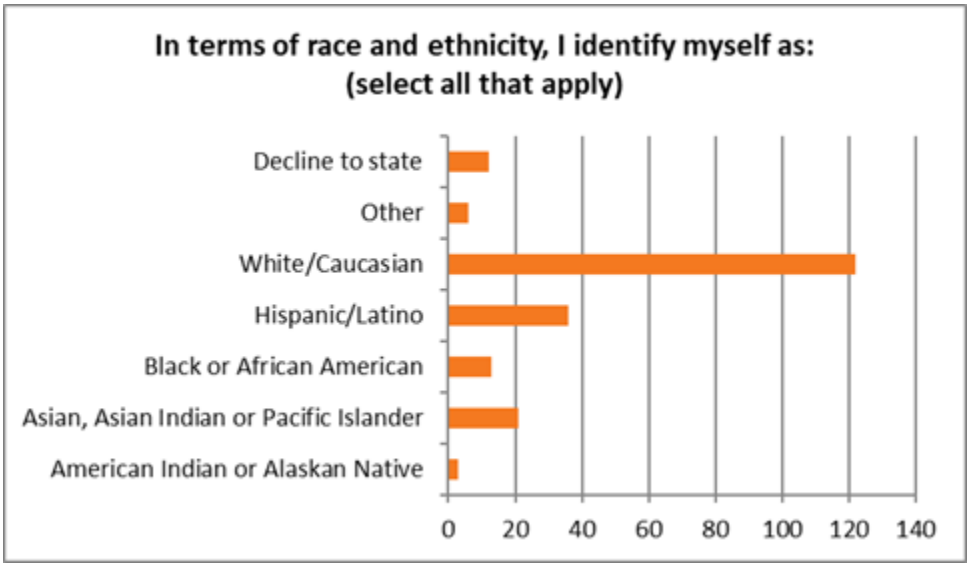

Figure 4: Race and Ethnicity of Respondents

3.1.4 Household Income

The most common household income represented is between $50,000 and $74,999 at 18%. This is followed by the category “decline to state” at 16%. Next are the categories $75,000-$99,999 and $100,000-$149,000 each at 13%. These are followed by $150,000-$199,999 and $25,000-$49,999 each at 12%. Next is the category “less than $25,000” at 10%, and finally “$200,000 or more” falls at 6% of respondents. This is somewhat consistent with the household income in the general study area.

According to the 2018 ACS Income Survey of zip codes surrounding Sepulveda Station, the $50,000-$74,999 bracket represents 15% of residents, the $75,000-$99,999 represents 11%, the $100,000-$149,000 represents 14%, the $150,000-$199,999 represents 7%, the $25,000-$49,999 represents 21%, “less than $25,000” represents 18%, and “$200,000 or more” represents 14%. In general, the respondents of the Metro survey seem to fall more toward the mid-range, with the ACS having a greater number of “less than $25,999” and between $25,000-49,999 individuals, as well as a greater number of “$200,000 or more” individuals.

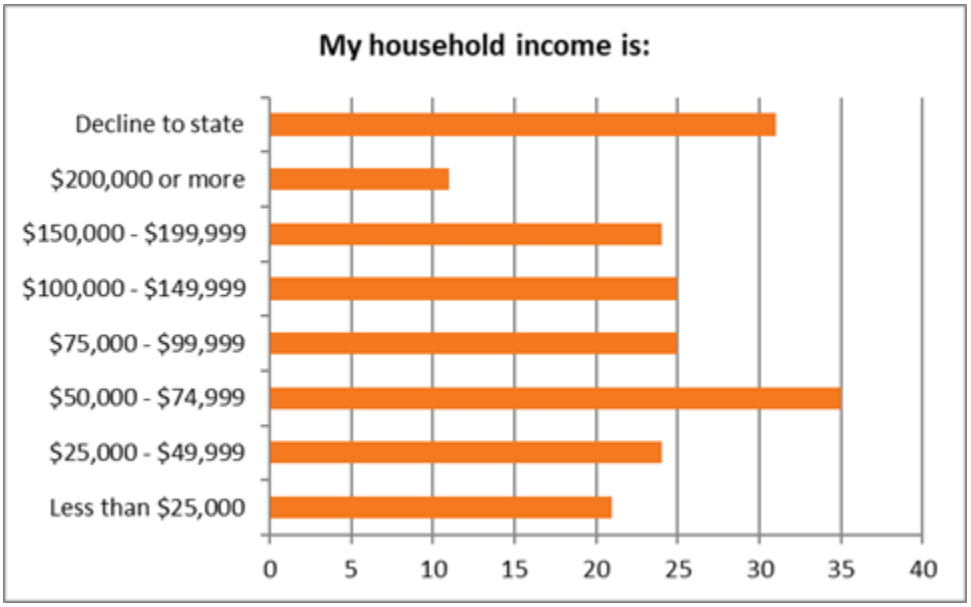

Figure 5: Household Income of Respondents

3.1.5 Location of Respondents

The most common zip codes identified by respondents are those adjacent to Sepulveda Station: 91411, 91401, and 91403. The least common within Los Angeles County are those that lie further on the periphery, as far South as Long Beach, as far West as Thousand Oaks, as far North as the San Gabriel Mountains, and as far East as West Covina. There are also five outliers from zip codes outside of Los Angeles County, as noted on the map. While the zip codes adjacent to Sepulveda Station each have a higher number of respondents than those on the periphery, only 9% of respondents total live within a half-mile of the station, and 30% within a mile. Though the number of respondents per zip code beyond a mile outside of the station each have low numbers of respondents, overall, 70% of respondents live beyond the one-mile radius mark.

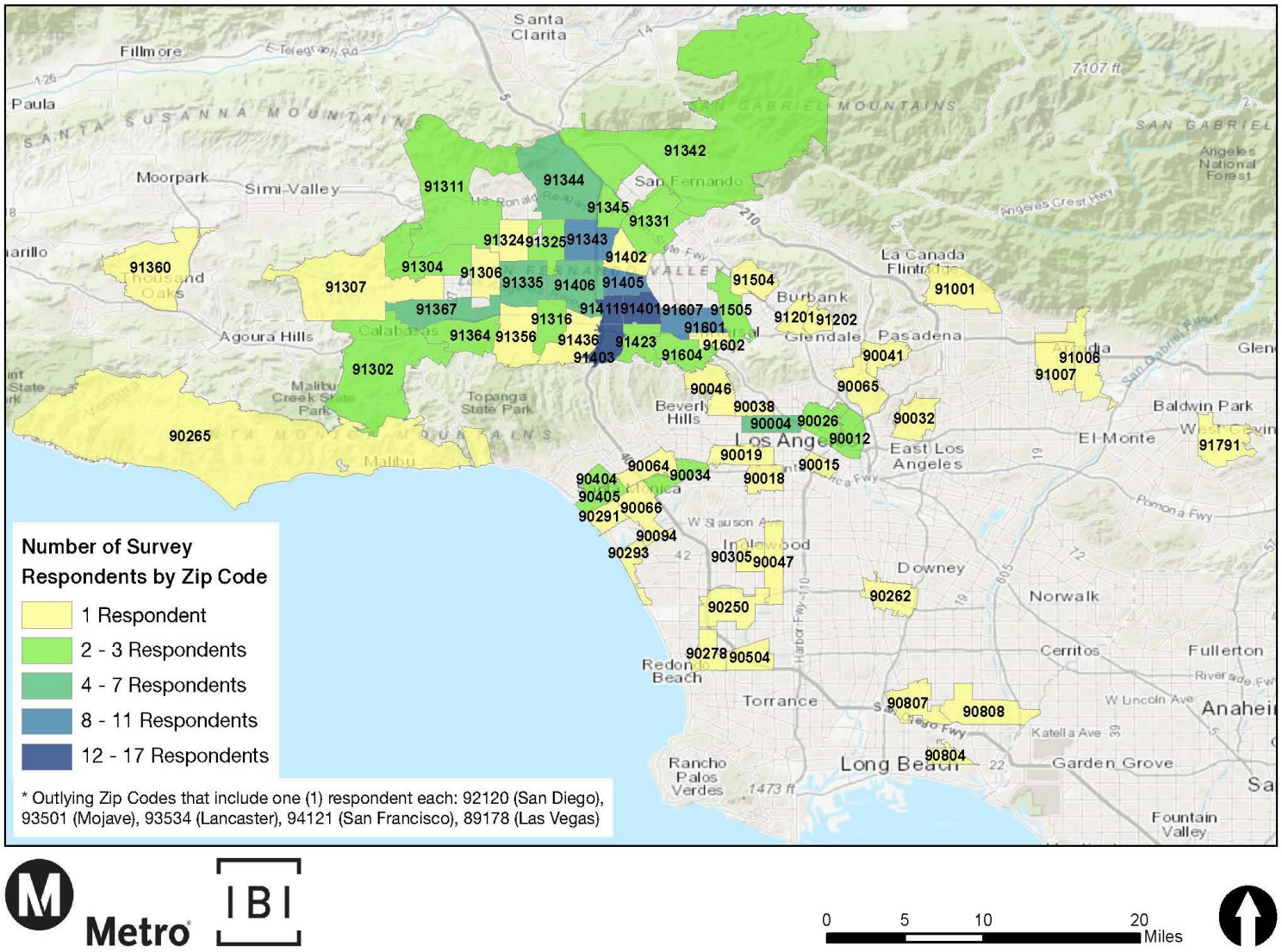

Figure 6: Respondents by Zip Code

Respondents were asked to point out the closest intersection to their home. For those who responded to this question and lived within the study area, 10 lived within a half-mile radius of Sepulveda station, while 9 lived within a mile-radius of the station.

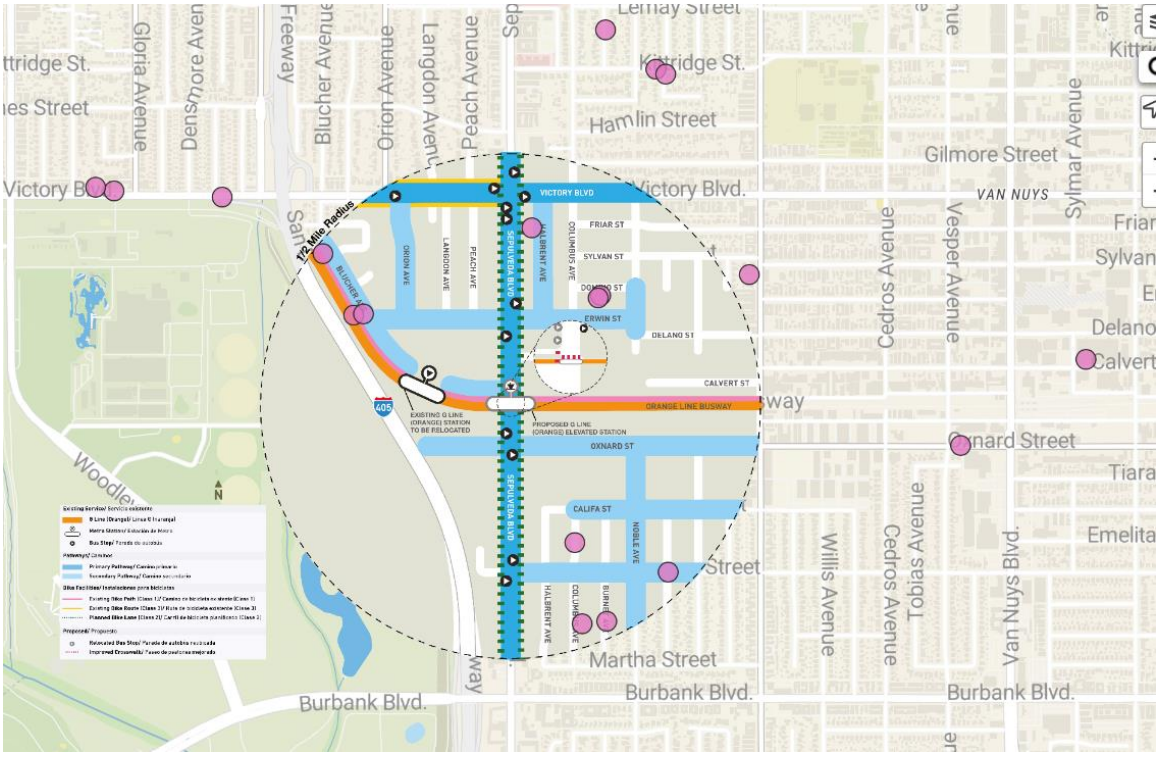

Figure 7: Location of Residence within Study Area

3.1.6 Summary

Overall, the most common demographic characteristics of survey respondents by category are:

- **Age:** 47 (approximated average)
- **Gender:** Man (66% of respondents)
- **Race:** White (57% of respondents)
- **Household Income**: $79,000 (approximated average)

In terms of household locations, residences were distributed throughout LA County. However, the greatest concentration of respondents was in three zip codes surrounding the station. Discrepancies between demographics of survey respondents and individuals with relationships with the station that would have been reached with in-person outreach efforts may be due to the fact that the survey was a completely online effort rather than an in-person one due to the COVID-19 pandemic.

3.2 Rider Behavior

To get a better understanding of respondents' relationship to the Sepulveda station, the survey asked questions about people's regular travel habits. These include how often they use public transit, how often they ride the G Line, how often they use Sepulveda station, the reasons they ride the G Line, and how they connect to and transfer from the G Line. The survey also asked respondents to note on a map the key destinations they frequent near the station, as well as their typical route to the station.

3.2.1 Frequency of Public Transit Use

The most common rider frequency of public transit in LA County is daily, at 33%. Next most common is weekly at 21%, followed by monthly at 20%, rarely at 17%, and never at 8%. Because COVID-19 has caused a plummet in public transit ridership nation-wide, this question refers to ridership prior to the pandemic to get a more accurate measure of typical behavior.

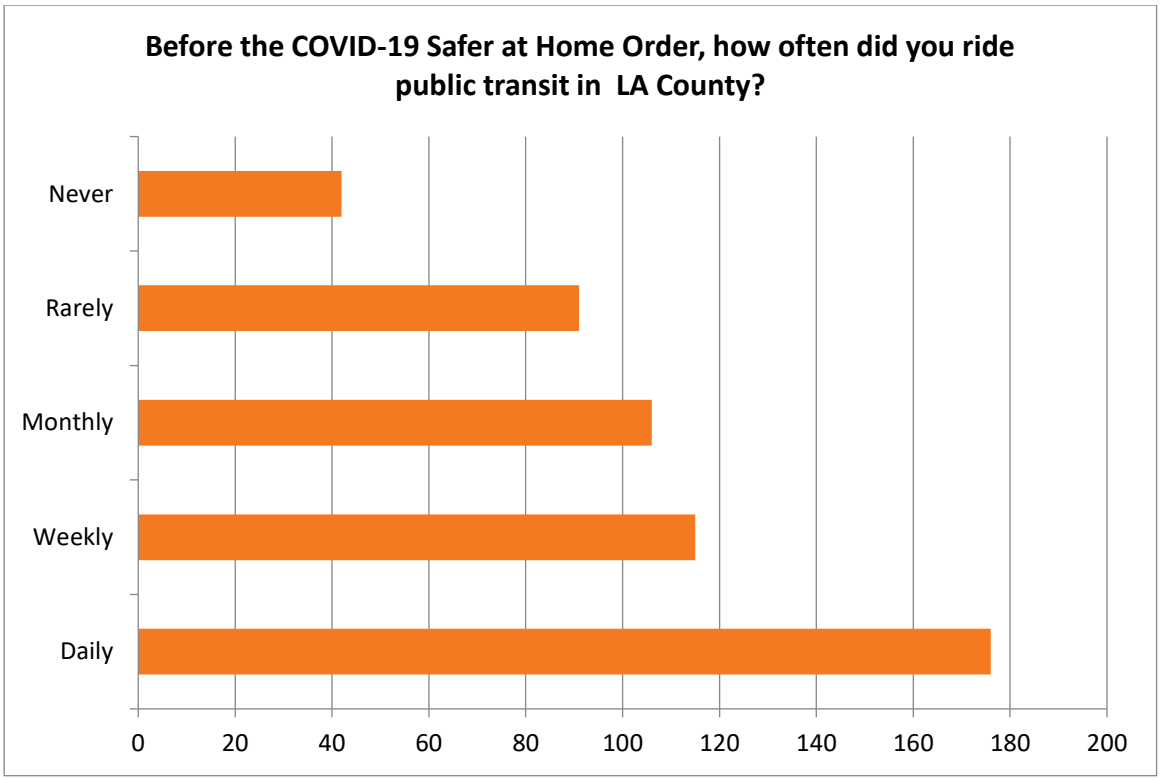

Figure 8: Frequency of Public Transit Use

The most common rider frequency of the Metro G Line is rarely, at 33%. Next most common is weekly, at 22% followed by monthly at 20%. Next is daily at 14%, and last is never at 13%.

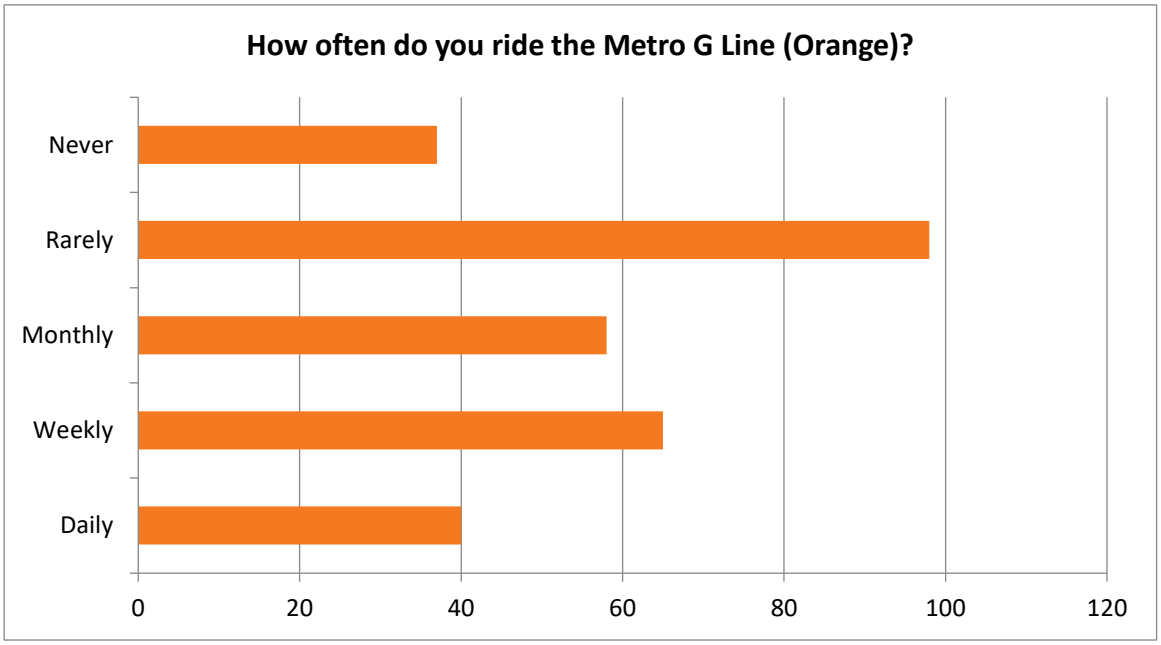

Figure 9: Frequency of Orange Line Use

The most common user frequency of the Metro G Line Sepulveda Station is rarely, at 42%. Next most common is never, at 18%. Next is monthly at 16%, weekly at 15%, and daily at 10%.

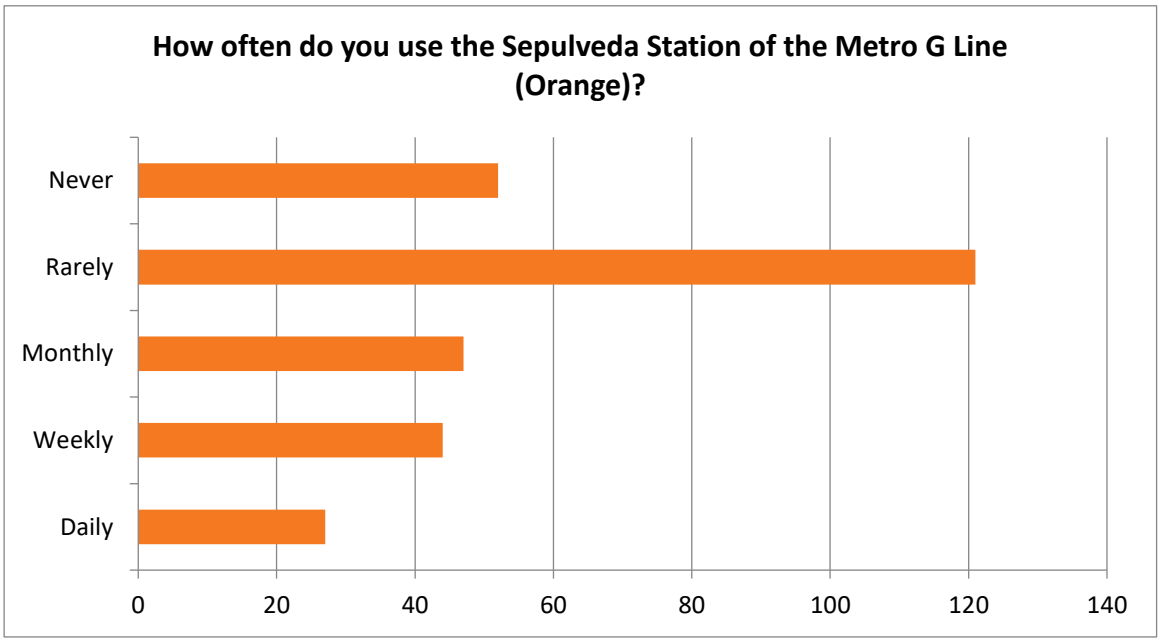

Figure 10: Frequency of Sepulveda Station Use

3.2.2 Relationship to Study Area

The most common relationships to the study area are “I shop here” and “I live here”, each at 25% of responses. The next most common is “Other.” Categories within “Other” responses are shown the chart below. Less common is “I transfer to another Metro bus here” at 14%, “I work here” at 10%. Least common is “I/My children go to school here” at 3%.

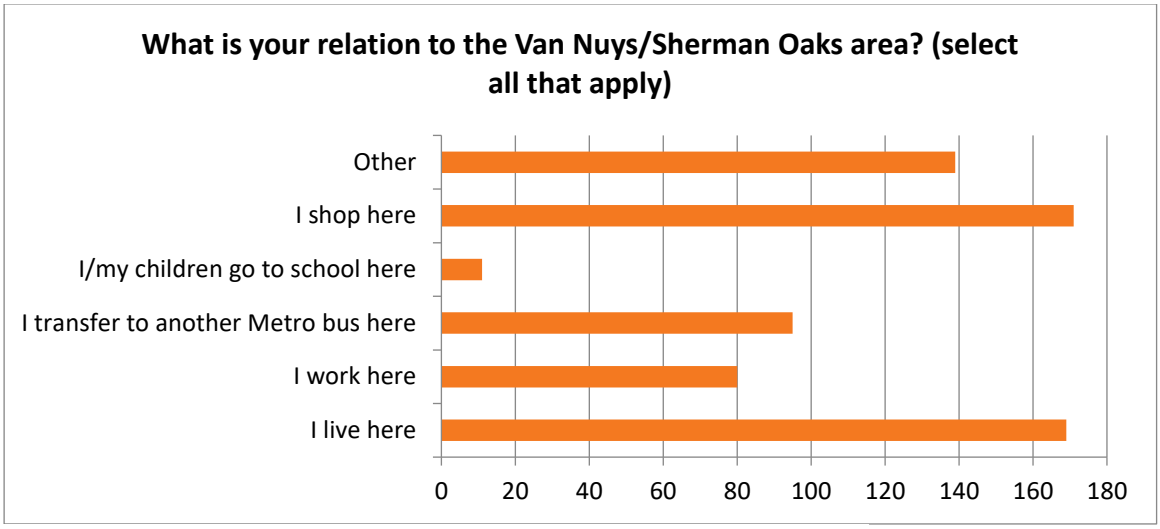

Figure 11: Relationship to Van Nuys/Sherman Oaks Area

The most common “other” relationship to the study area was none, where respondents stated that they did not live, work, or visit the service area whatsoever. Next most common was visiting family and friends. Many people noted that they never stop in the area but that they are familiar with it from passing through. A significant number of respondents visit the area for either fun or exercise as well as a few other activities. Finally, some respondents noted that they park at the Sepulveda station.

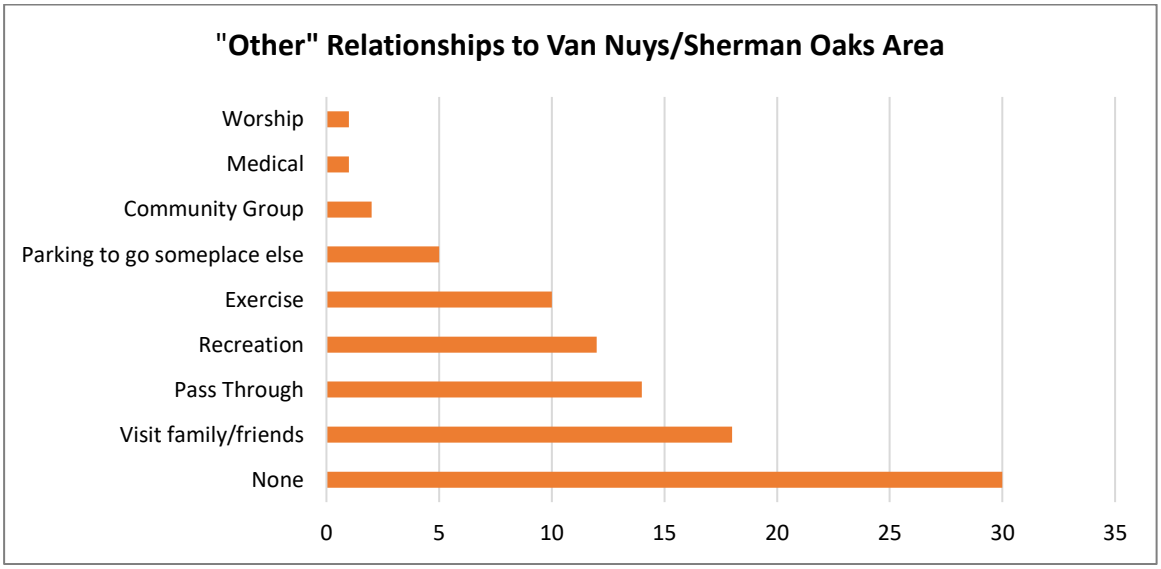

Figure 12: "Other" Relationship to Van Nuys/Sherman Oaks Area

To understand how current and potential riders may use the station area, participants were asked to note key destinations in the general Sepulveda Station Area. Specifically, they were asked “what are some nearby destinations you visit or are likely to visit?” Participants were told to mark these destinations on the map along with a brief description. Over 650 destinations were indicated, a summary of which is shown below. 43% of key destinations lie within a half-mile radius of Sepulveda Station, 55% within one mile, 84% within three miles, and 16% beyond three miles.

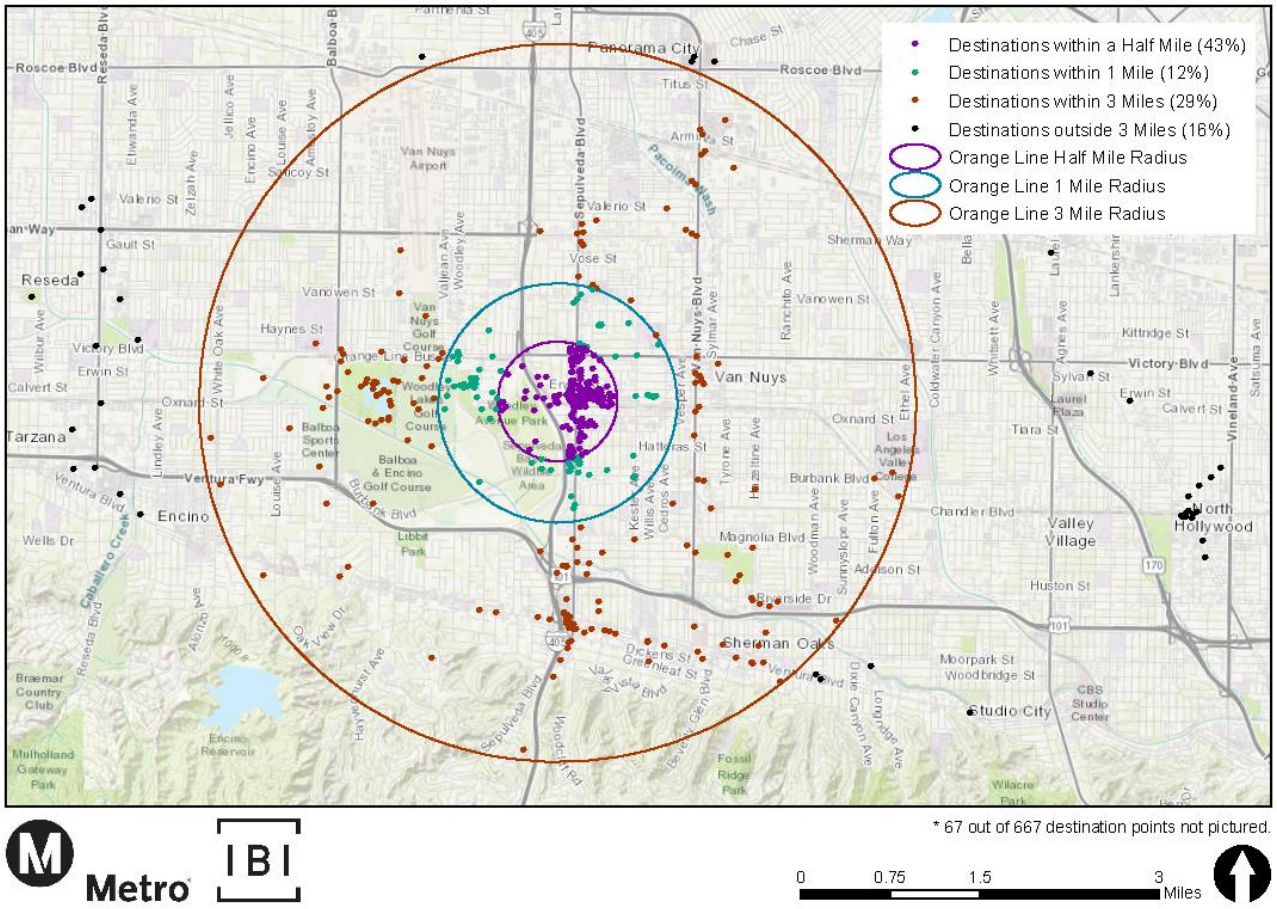

Figure 13: Key Destinations in Sepulveda Station Area

3.2.3 Transportation to Study Area

The most common mode of transportation to get to and from Sepulveda station is by bus, at 23%. Next most common is driving alone at 19%, walking at 18%, biking at 14%, getting dropped off/picked up at 9%, rideshare at 6%, other at 5% (most of these responses were people who do not use the station), carpooling at 3%, and e-scooter at 2%. While 28% (driving alone, getting dropped off, rideshare) of respondents use a private vehicle to get to and from the station, 72% use alternative modes.

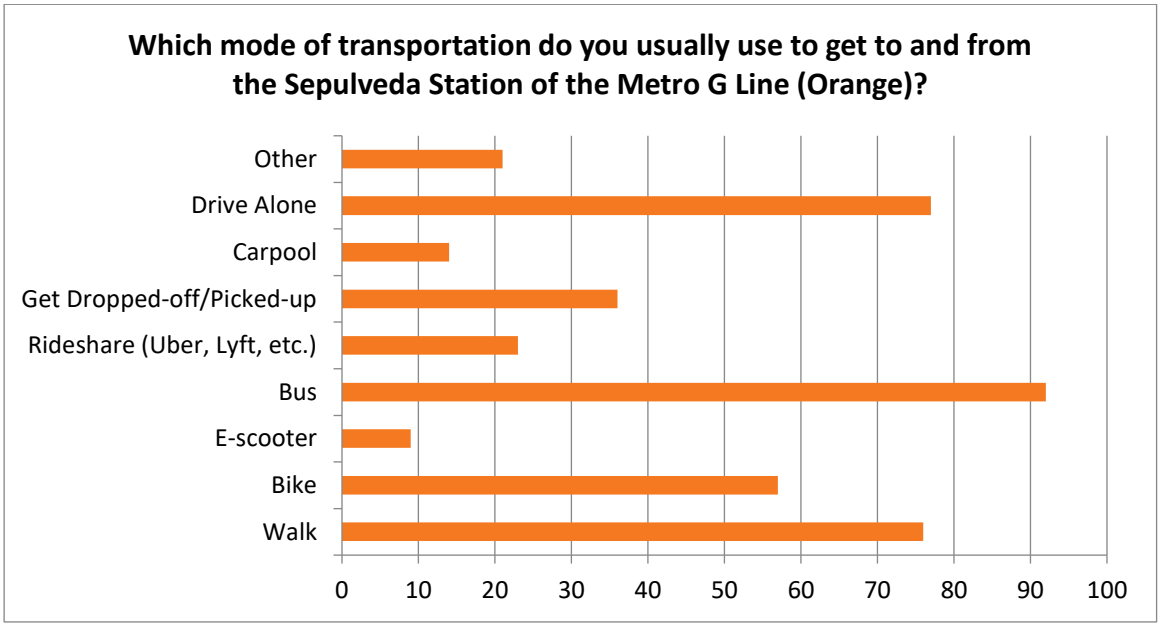

Figure 14: Mode of Transportation to Sepulveda Station

Out of the respondents who use Sepulveda Station as a transfer point, 59% use Metro Rapid 734, 25% use Metro Local 234 (both from West Los Angeles to San Fernando), and 16% use Metro Rapid 788 (from Westwood to Arleta).

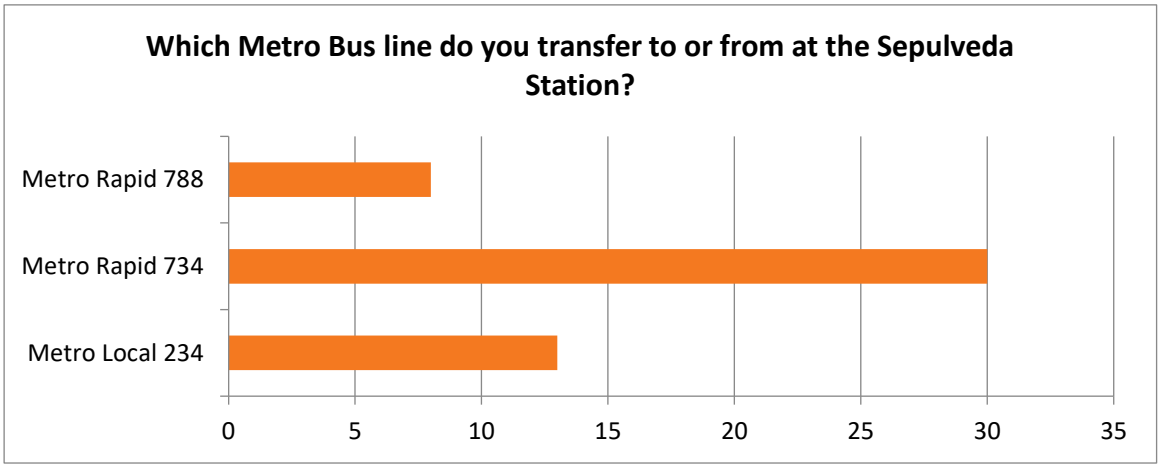

Figure 15: Bus Lines Used to Transfer to Sepulveda Station

To understand the streets and paths most used to get to Sepulveda Station, participants were asked to note their routes to and from the station. The most used routes in the West-East directions include the Orange Line Busway, Victory Boulevard (an arterial street) and Burbank Boulevard (a collector street). The most used routes in the North-South direction include Sepulveda Boulevard (an arterial street), the 405 San Diego Freeway/Haskell Avenue (a collector street), and Woodley Avenue (a collector street). There is also significant usage of the Sepulveda Basin Recreational Area bike paths to the West of the station, as well as throughout the small streets and parking lots just East of the station.

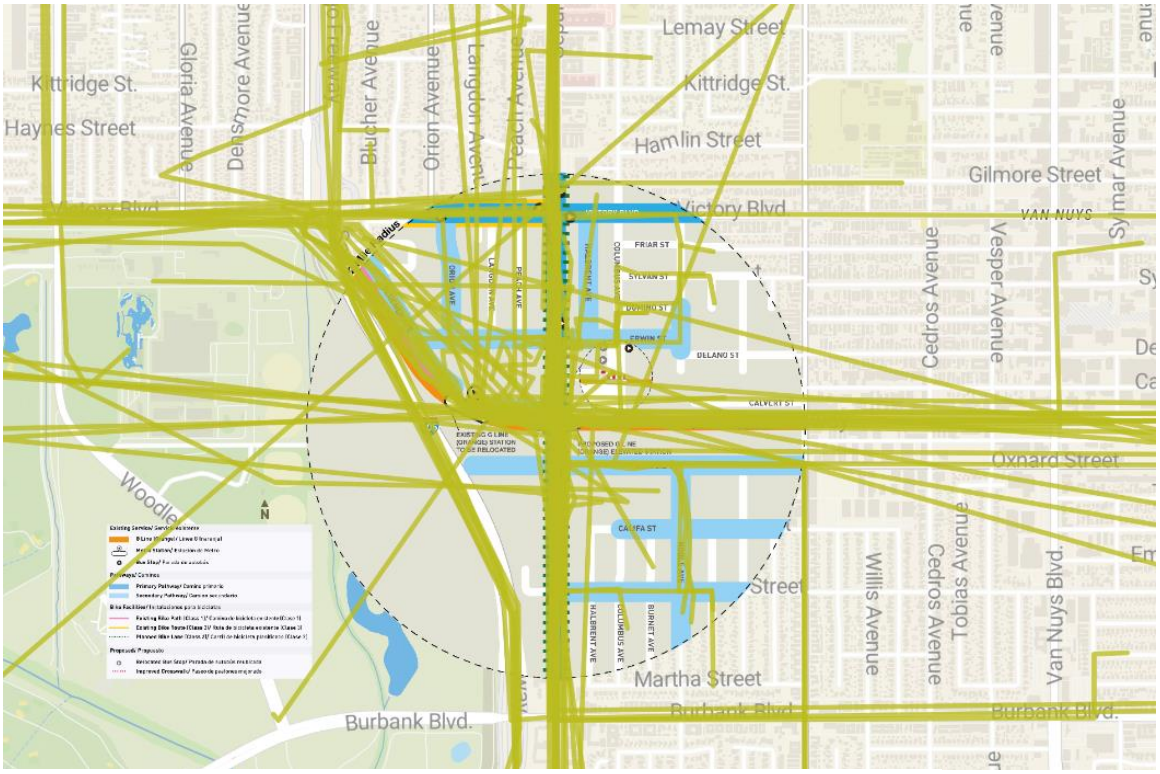

Figure 16: Routes to Sepulveda Station

3.2.4 Summary

The most common responses to questions regarding frequency of use of public transit, the G Line, and Sepulveda Station were “rarely” and “never,” and a significant number of respondents indicated that they have no relationship to the study area whatsoever. This may indicate that the survey does not reflect opinions and feedback from the station’s core users. However, for most respondents with a relationship to the area, uses were pretty diverse, with living and shopping being the most common and school and work being the least common. People also used a diverse range of modes to get to and from the station, with bus, driving alone, and walking being the most common.

3.3 Issues

To get a better understanding of current barriers to access within and around Sepulveda Station, participants were asked “What issues make it difficult to reach the station by walking or biking, and where are they?” Participants were then directed to use color-coded pins to mark areas they found difficult, unsafe, or unpleasant near the station. The following chart shows an overview of numbers of barriers recorded by category. Maps of each response category provide a more in-depth understanding of the exact locations of different types of barriers.

The category with the greatest number of responses is issues with bike lanes, with speeding as a close second. The categories with the least responses are barriers to those with accessibility challenges and crossings which are spaced too far apart/long blocks.

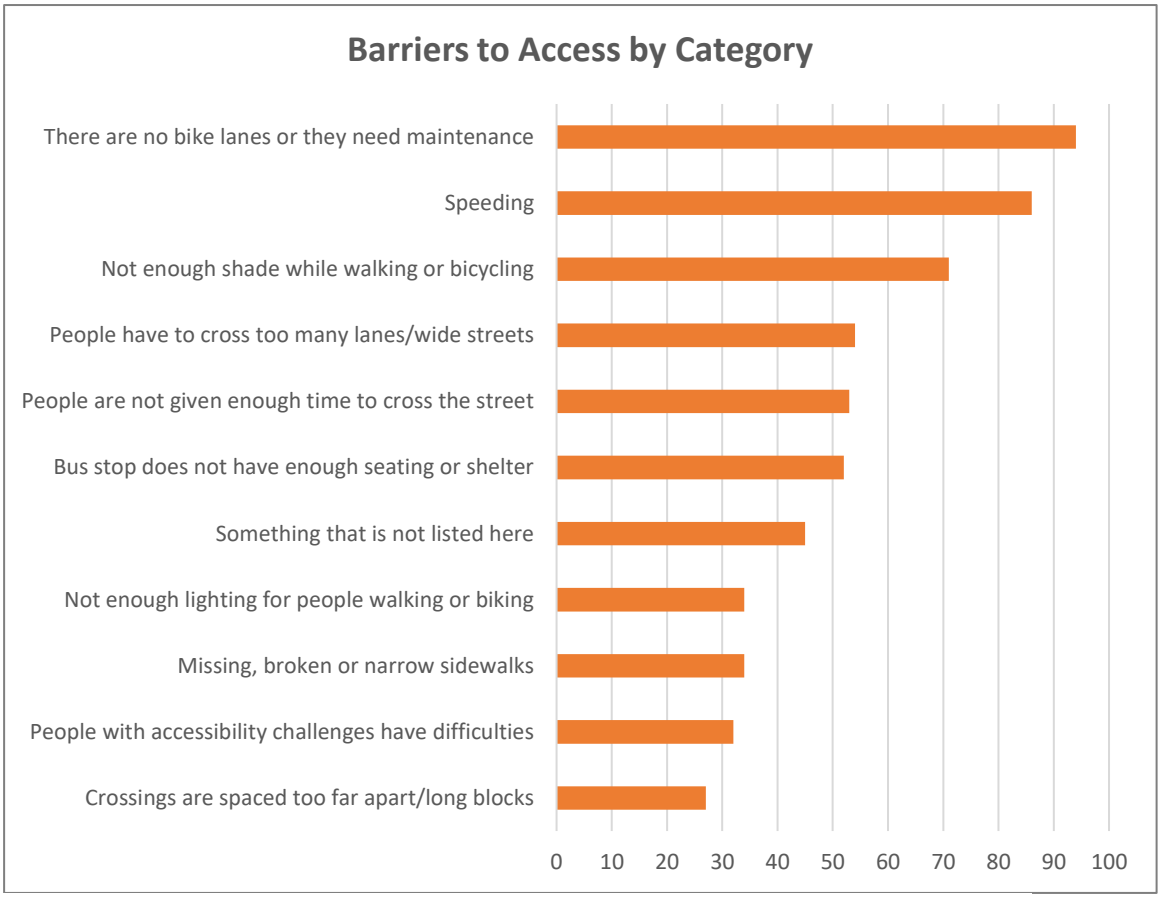

Figure 17: Barriers to Access to Sepulveda Station by Category

3.3.1 Listed Issues

This section of the questionnaire asked participants to note on the map where each type of issue was located. This section received less responses than previous sections, ranging between 27 and 94 responses per category, with an average of 53 responses.

The “there are no bike lanes or they need maintenance” category received the most responses at 94. The highest concentrations of bike lane issues identified is along Sepulveda Boulevard, within and beyond the study area. There is also a significant number of issues reported on Victory Boulevard and Burbank Boulevard, and fewer on Oxnard Street and the Orange Line Busway. A significant number of issues on peripheral streets are also noted.

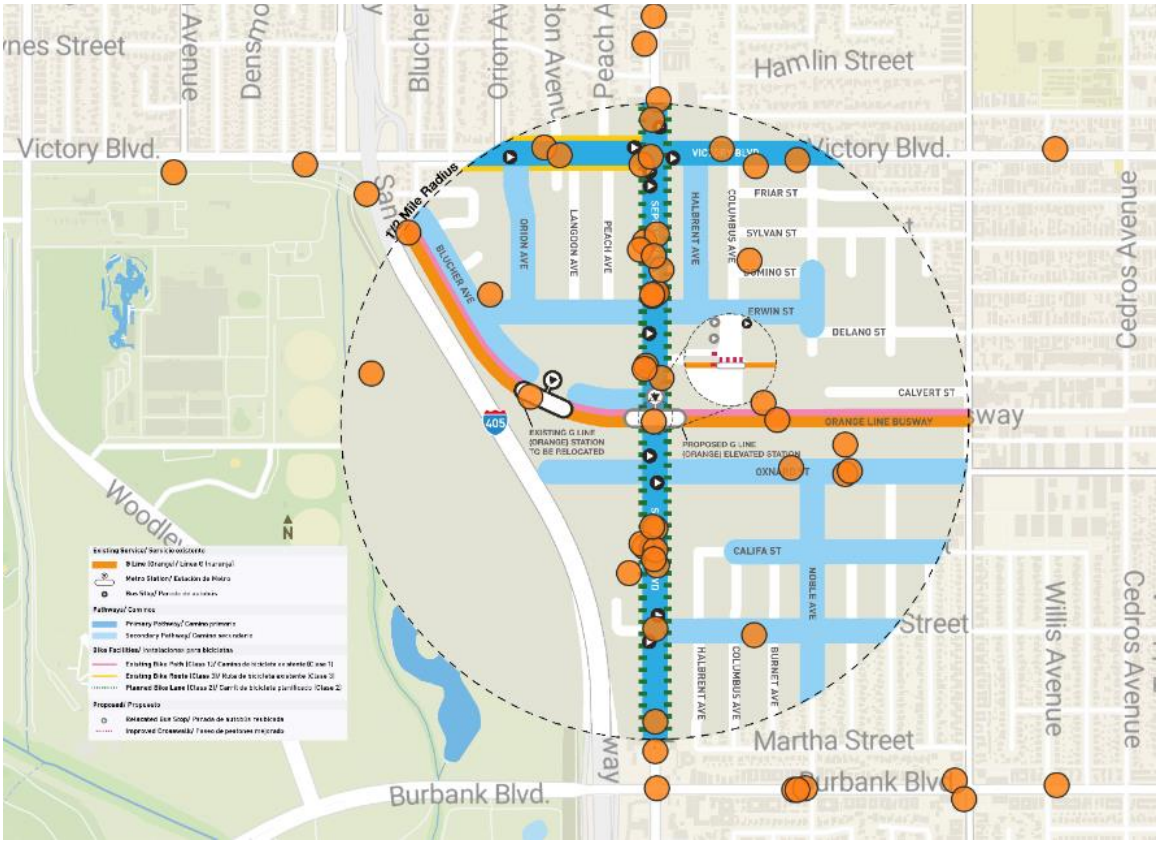

Figure 18: There Are No Bike Lanes or They Need Maintenance

Speeding received the second-highest number of responses at 87. Most respondents indicated that speeding barriers fall along Sepulveda Boulevard, with the highest concentration right near the station. Some incidents of speeding are also recorded right next to the station on Bulcher Avenue.

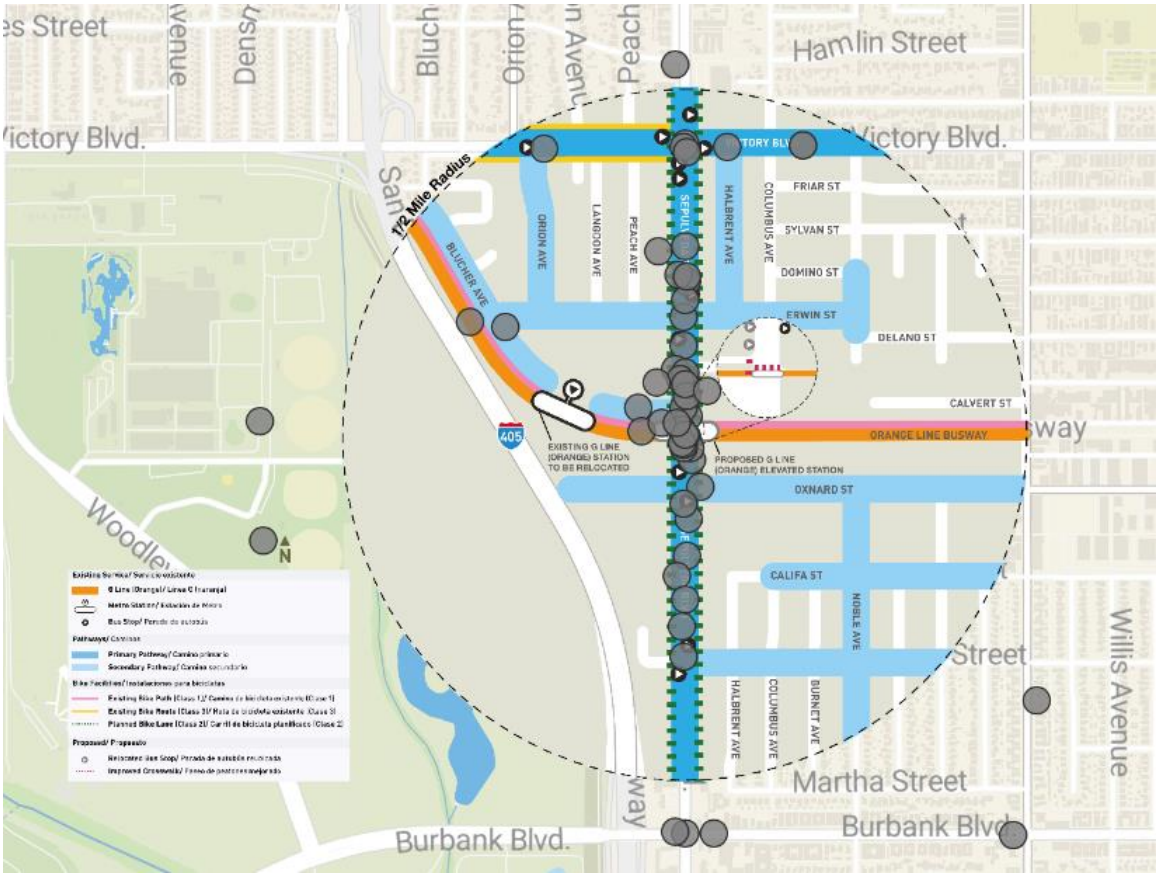

Figure 19: Speeding

Lack of shade received a relatively high number of responses at 71. Most issues with shade are along Sepulveda Boulevard and the Orange Line Busway, as well as on Victory Boulevard and Oxnard Street.

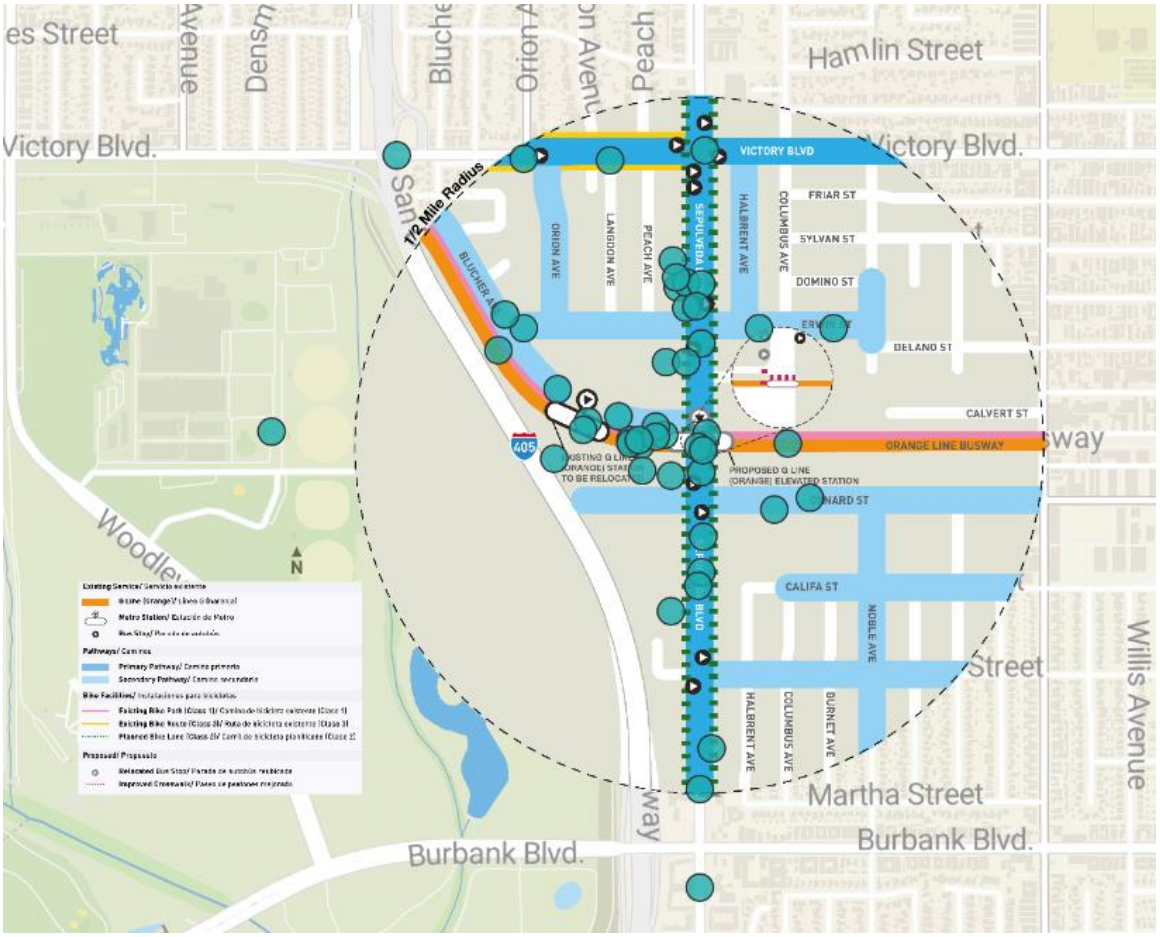

Figure 20: Not Enough Shade While Walking or Bicycling

Having to cross too many lanes and street width received about 54 responses. Many responses indicate that Sepulveda is an overly wide street, with the majority of markings located near Sepulveda Station at the Orange Line Busway intersection. Responses were also concentrated on Sepulveda at Burbank Boulevard to the South and Victory Boulevard to the North.

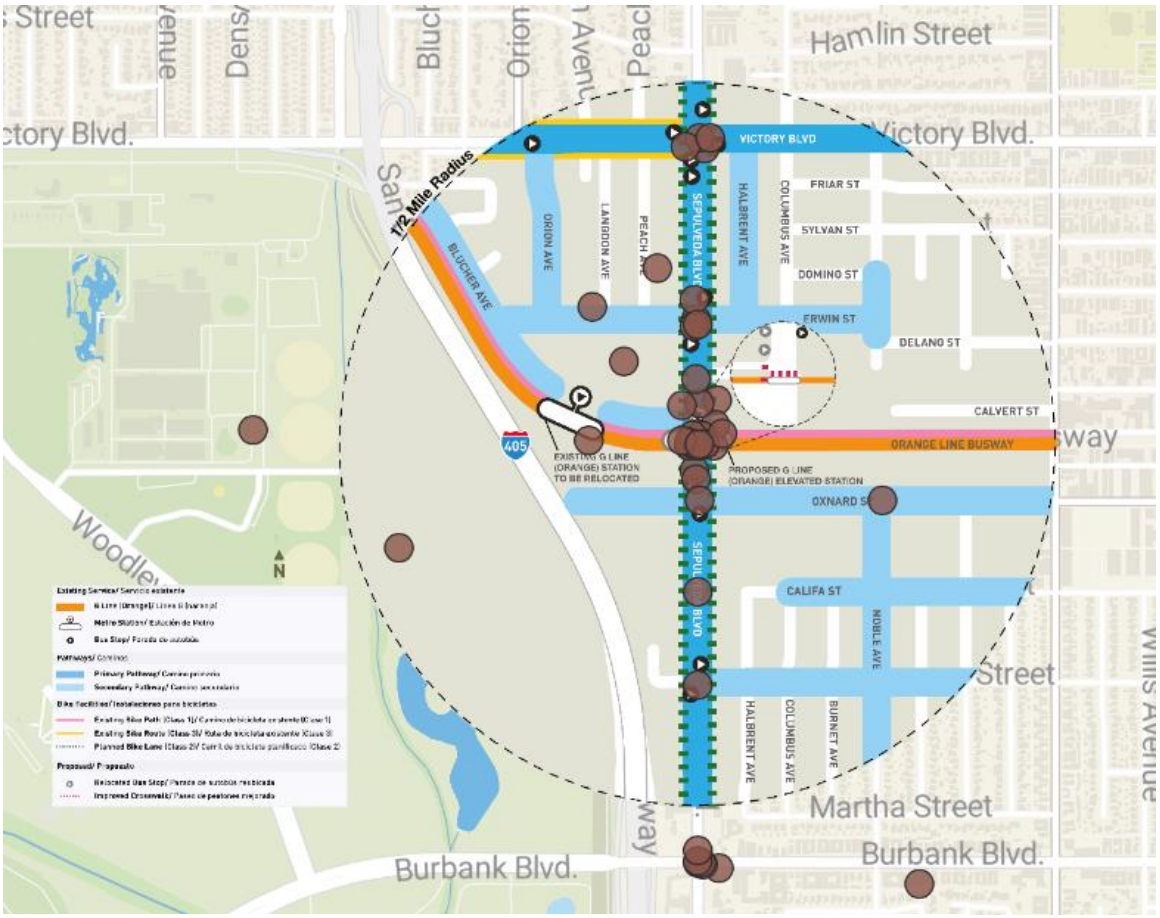

Figure 21: People Have to Cross too Many Lanes/Wide Streets

The number of responses related to time allocated to cross the street is mid-range at 53. Most recorded crossing time barriers fall right near the station, crossing Sepulveda Boulevard and the Orange Line Busway. There is also a concentration of responses in this category at the intersection of Sepulveda and Victory Boulevard.

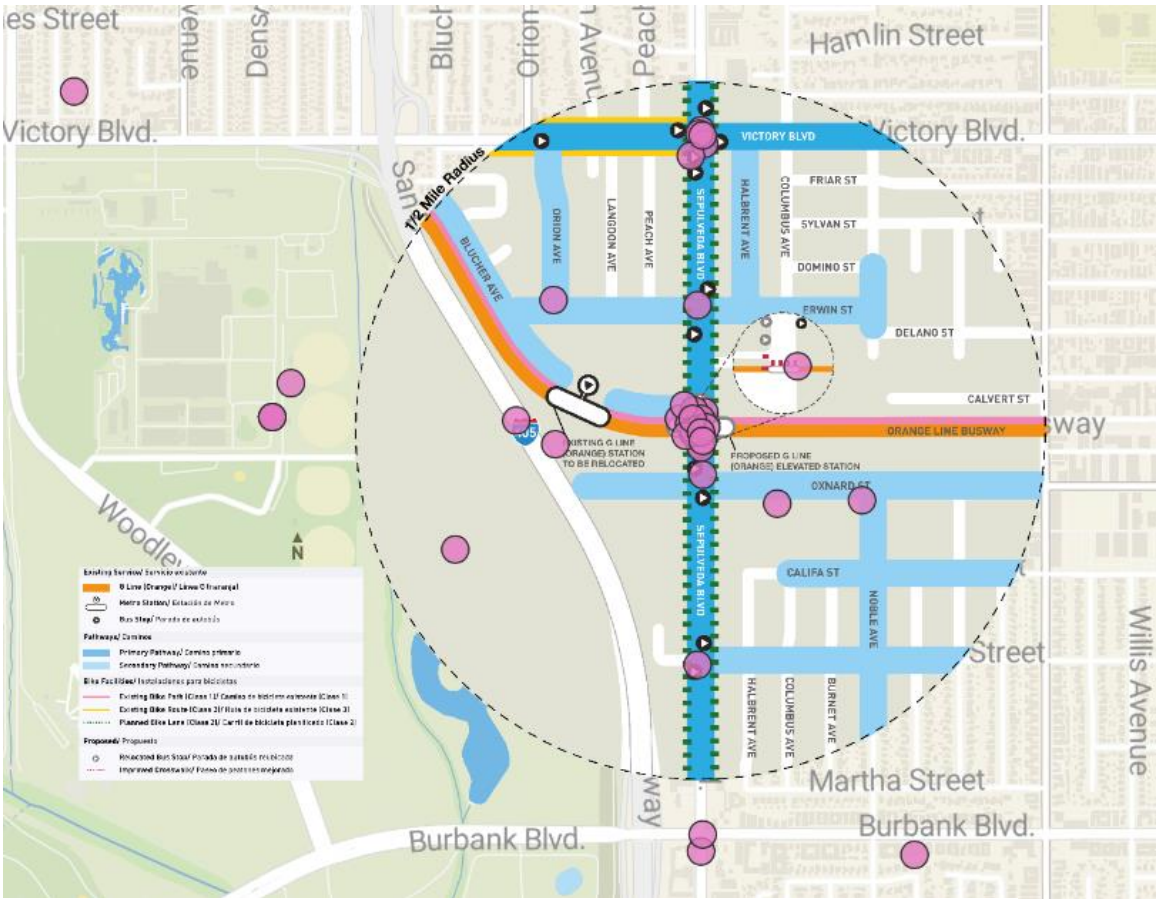

Figure 22: People Are Not Given Enough Time to Cross the Street

The number of responses related to lack of bus shelter and seating is mid-range at 52. Every bus stop in the study area, as well as some on its periphery were indicated as lacking seating or shelter. The greatest concentration of responses is at the Orange Line stops and Metro 234 and 734 stops along Sepulveda Boulevard, and especially those located at the intersection of Sepulveda Boulevard and Orange Line Busway.



Figure 22: Bus stop does not have enough seating or shelter

The number of responses related to insufficient lighting is on the lower end at 34. The highest concentrations of issues with lighting are along the Orange Line Busway, and specifically at the bus stop area. There is also a significant number of responses along various parts of Sepulveda Boulevard. However, concerns related to safety was listed in the “Issues not listed” category which will be discussed further.

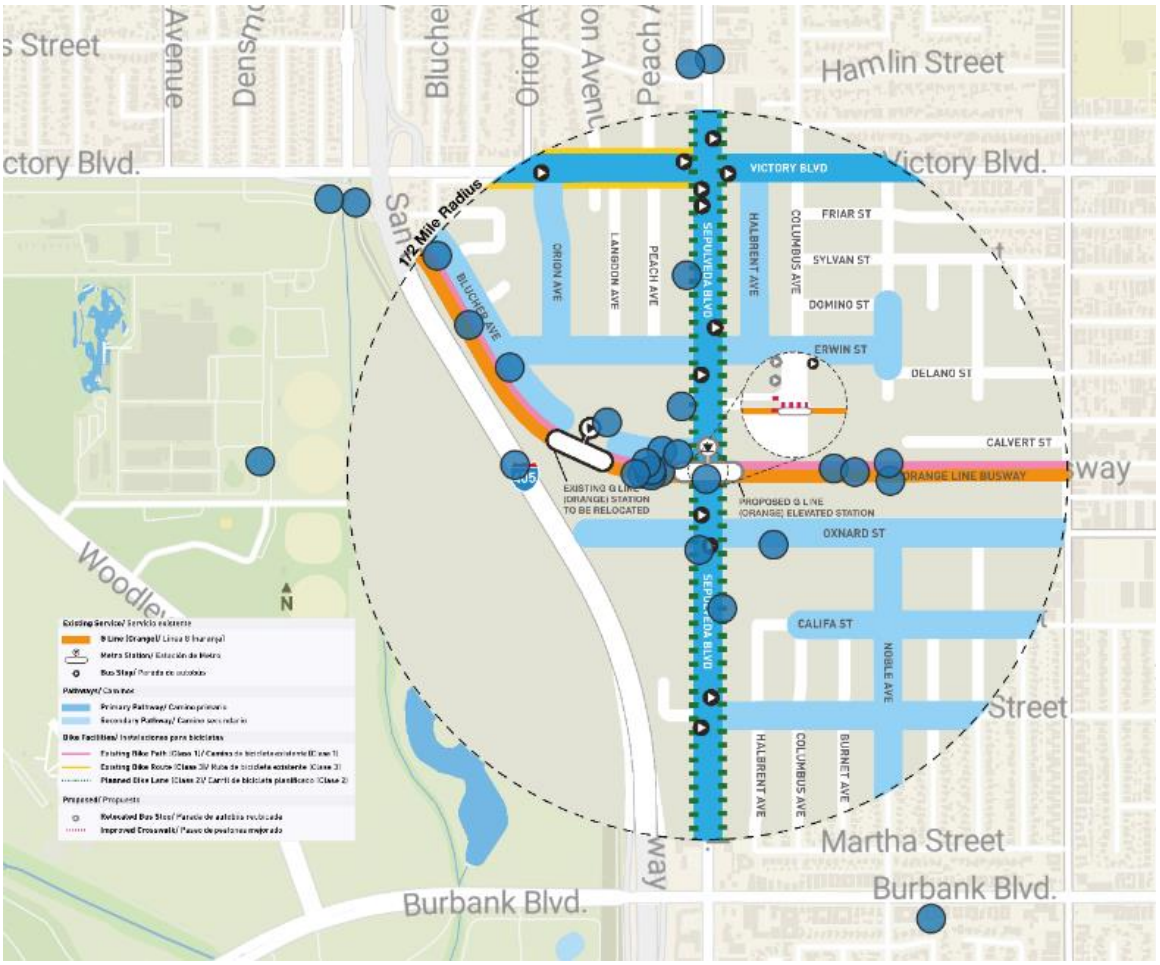

Figure 23: Not enough lighting for people walking or biking

The missing, broken or narrow sidewalk category received a relatively low number of responses at 34. Most issues with sidewalks were recorded on Sepulveda Boulevard and Columbus Avenue. However, concerns related to this issue were noted in the “Issues not listed” category which will be discussed further.

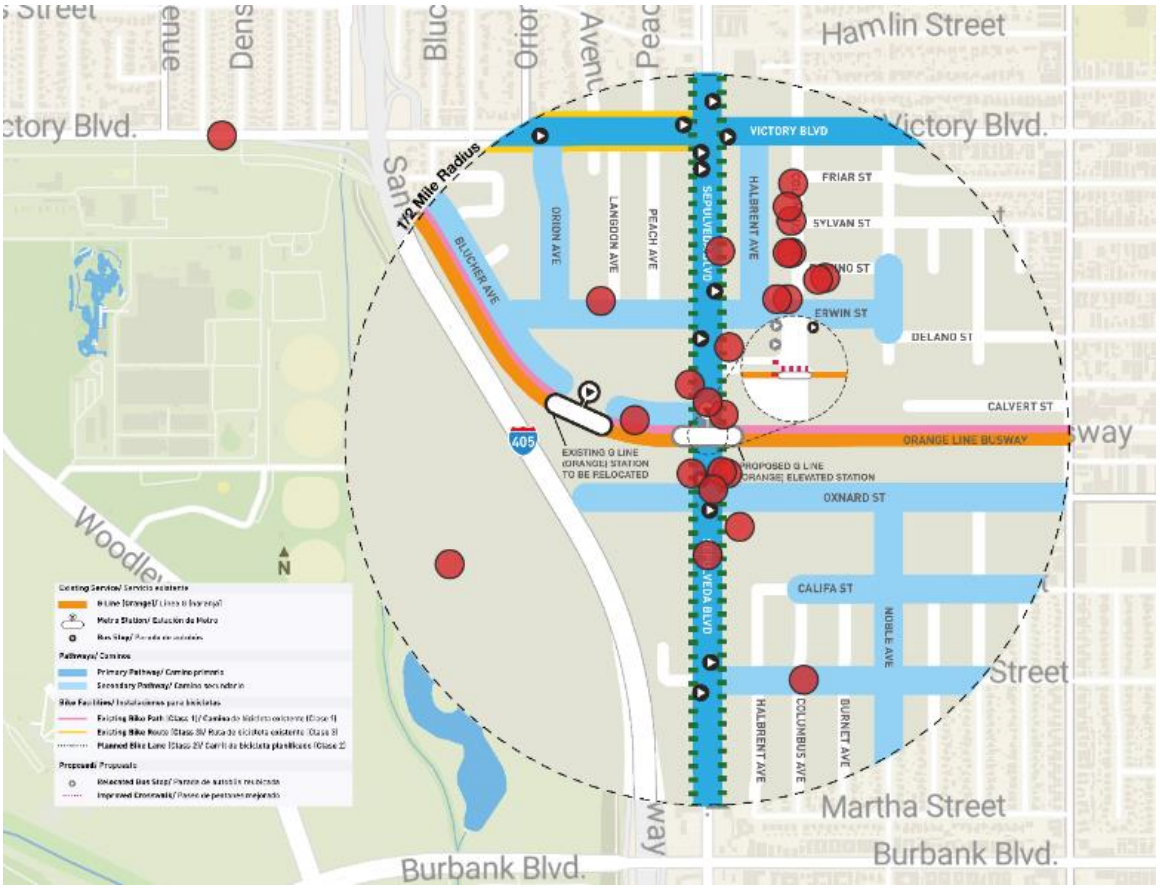

Figure 25: Missing, Broken, or Narrow Sidewalks

This accessibility for people with disability category received a relatively low number of responses at 32. Responses indicate that the greatest barriers to those with accessibility challenges lie at the intersection of Sepulveda Boulevard and Orange Line Busway, an intersection that was also noted as having a variety of issues regarding crossing time, wide streets, long blocks, and sidewalk issues. There is also a collection of points along Columbus Avenue, previously noted to have sidewalks in poor condition.



Figure 26: People with Accessibility Challenges Have Difficulties

The number of responses related to distance between crossings was the lowest out of all categories at 27. The greatest concentration of crossing issues is across Sepulveda Boulevard. Reponses indicate that the lack of opportunities to cross Sepulveda are particularly troublesome between Victory Boulevard and the Orange Line Busway, as well as between Oxnard Street and Burbank Boulevard.



Figure 27: Crossings are Spaced too Far Apart/Long Blocks

3.3.2 Issues not Listed

To capture current issues as fully as possible, the questionnaire also provided participants the option of adding any issues that were not listed in the section above to an interactive map along with a comment. The issues not listed are shown in the map on the following page, which is followed by a table containing a comment for each point. There were 43 responses in this section, and these were broken down into themes. Common themes of responses include Barriers for Pedestrians, Barriers for Cyclists, Barriers for Transit Riders, People Experiencing Homelessness, Safety, Cleanliness, Comfort, and Other.

Most unlisted issues are concentrated right by the new station area at the intersection of Sepulveda Boulevard and the Orange Line Busway, with lesser concentrations along Sepulveda and the Orange Line Busway. Some of the issues listed here fall into previous categories such as speeding and bike path improvements, but there are also many responses that were not listed.

One issue emphasized here is that of people experiencing homelessness: both regarding individuals who are homeless and physical encampments. While some respondents think it has a negative impact on the public realm generally, others feel that homelessness is a direct health and/or safety issue. Safety was also discussed in terms of women and the elderly being particularly vulnerable populations, especially at night.

Finally, a common issue is the distance between the station and the street. Many individuals indicated that they miss connections because the walk is too far, and also that the walk is often strenuous and uncomfortable, especially considering the lack of shade, which is a problem for respondents on their way to work, among others. This specific issue will be addressed with the relocation of the station at the intersection of Sepulveda Boulevard.

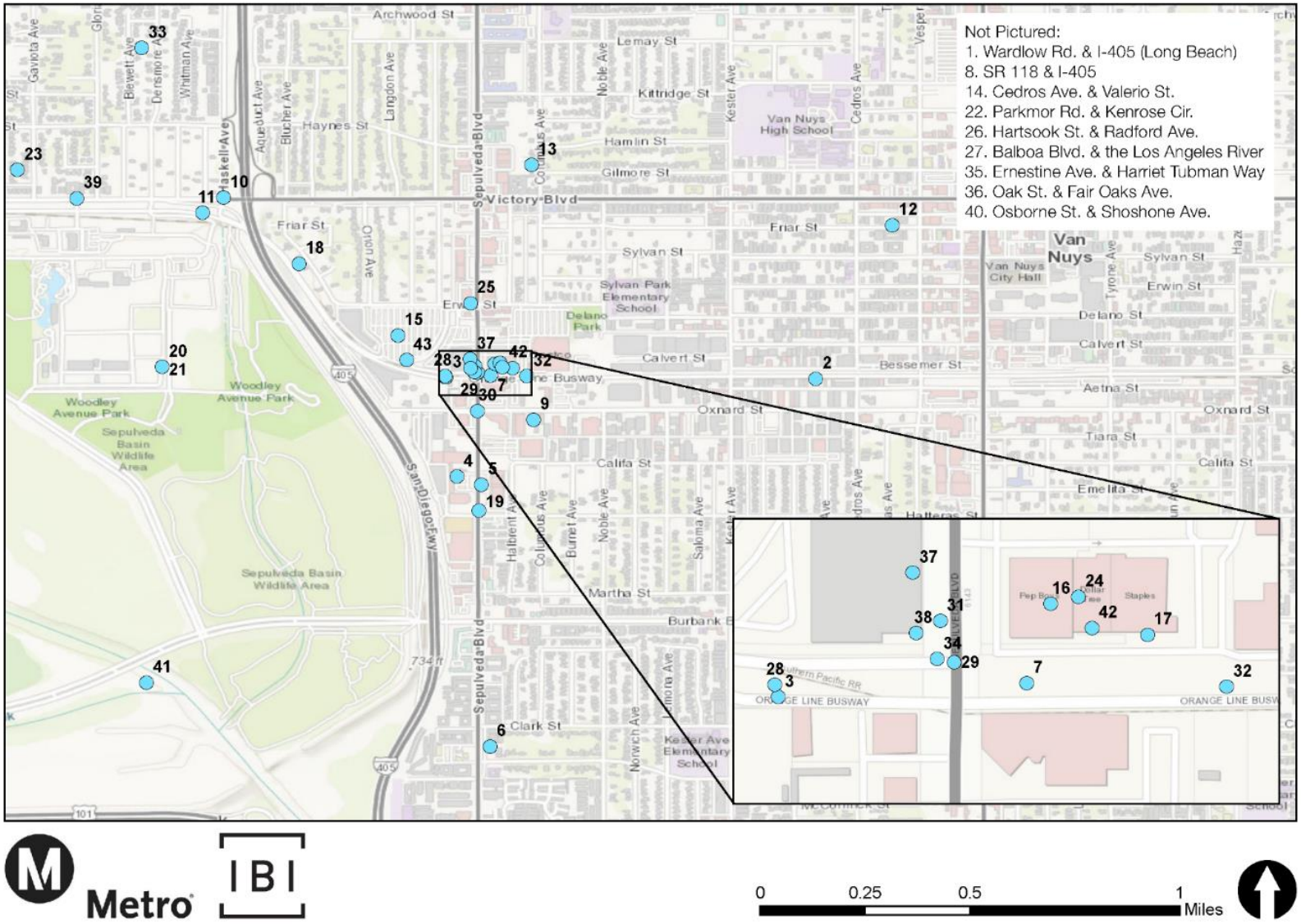

Figure 28: Issues Not Listed

ID	Categories	Issue Not Listed
1	Barriers for Transit Riders / Safety	People have to walk to Wardlow station from Long Beach Blvd if they take a bus. If you do have to walk from a bus stop which is far away, you have to cross the freeway entrance to the 405 South, which can be very dangerous.
2	People Experiencing Homelessness	Homeless
3	Barriers for Transit Riders / Barriers for Pedestrians	Current station is a long walk-- many people and myself have missed connections to local/rapid buses
4	Barriers for Pedestrians	Parking lot and access for visitors who drive, and who then want to walk to the Sepulveda Dam or park.
5	Cleanliness / Comfort	Sidewalks broken or trashy and not well kept up - unpleasant to walk along Sepulveda as not enough shade.
6	Barriers for Pedestrians	“Frontage” road forces pedestrians to cross Clark and Weddington in unmarked crosswalks and at intersections where cars/drivers do not stop.
7	Other	Bus needs to be replaced with a light rail train
8	Barriers for Cyclists	If you had protected bike lanes along Sepulveda or Woodley, I would use those to get to the orange line station from my house.
9	People Experiencing Homelessness	Homeless encampments
10	Other	Ability to handle large inflow of cars into park and ride lot through this intersection. If the Orange line converted into an extension of the red line, and didn’t make people switch trains at two terminal stations next to each other, if the Red line.
11	People Experiencing Homelessness	Often site of homeless encampments along ancillary roadway to station parking
12	Barriers for Transit Riders	Yes-the Sepulveda Orange Line station is horrible for bus riders. Okay if you drive there because you step from your car to the bus. But terrible when you transfer from a bus on Sepulveda. You walk a long way down a path that has fences on both sides.
13	Barriers for Pedestrians	Too far of walk in business attire.
14	Barriers for Cyclists	LA is not a safe place to bike. Always in danger of being hit by a car.
15	People Experiencing Homelessness / Safety	We heard about the LAHSA's plan moving 41 homeless vehicles to this parking lot. This is such a horrible idea and could affect badly the cleanness, safety of area. Also, it could affect the health of people who are using bike lane or walking to station.
16	Comfort	Provide bicycle repair station or co-op
17	People Experiencing Homelessness	The homeless encampments along the bike path have made it unsafe. there is high number of transients intoxicated and have chased me down a few times.
18	People Experiencing Homelessness	Homeless encampments under the bridge. the take up the whole space for biking/walking
19	People Experiencing Homelessness	Homeless living/sleeping/blocking sidewalks

ID	Categories	Issue Not Listed
20	People Experiencing Homelessness / Safety	Safety and dirty. Women need to think about assaults and the homeless and shady people. Plus only the homeless are riding bikes AND surprised more people aren't killed by not understanding that bikes need to follow vehicle laws.
21	People Experiencing Homelessness	The homeless and garbage. I used to run that route every day. I stopped because repeatedly i came across homeless shooting heroin in the center of the pathway. Gangs selling drugs. 818 spray painted everywhere. My wife was too afraid to come with me.
22	Barriers for Transit Riders / Barriers for Pedestrians	Not enough frequency for connection bus from Calabasas to Orange Line station at Canoga Park and it stops early in the evening.
23	Safety	Safety
24	Barriers for Transit Riders	788 bus stop is too far from Orange Line station
25	Safety	Violent people.
26	Safety	There are sometimes people smoking marijuana at the bench near the parking lot where bikes are stored.
27	Barriers for Cyclists / Barriers for Pedestrians	Bicycles, scooters, and similar vehicles that have MOTORS are a constant hazard on sidewalks, crosswalks, and BIKE PATHS. E-bikes, motorized vehicles of all types, should be restricted to regular city streets or Sharrows.
28	People Experiencing Homelessness	Homeless and their encampments.
29	Safety	Too risky for elderly citizens to walk a long way between station and the bus that goes to Sylmar (northbound) or Sherman Oaks Galleria, the Skirball, the Getty, or UCLA (southbound)
30	Comfort	No shade, too hot
31	Barriers for Cyclists	I'm 71 and could ride my bike downhill but the return would require me biking uphill approximately 970' elevation from Ventura Blvd. to my house.
32	People Experiencing Homelessness / Barriers for Pedestrians / Barriers for Cyclists	Bike/walking paths are overrun with encampments of addict homeless that the city does nothing substantive to remove.
33	Barriers for Pedestrians / Barriers to Cyclists	The streets to get to the stations are not pedestrian or bicycle friendly.
34	People Experiencing Homelessness	Too many homeless and junkies
35	Safety	Two issues: not enough clear markers for vision impaired. Also there are some issues with unpleasant and dangerous people - need more law enforcement patrolling
36	Barriers for Pedestrians	Too far
37	Barriers for Transit Riders	Needs easy transfer between G Line and local bus.

ID	Categories	Issue Not Listed
38	People Experiencing Homelessness / Safety	There are a huge number of homeless encampments both east and west of this location. many women i know will not use transport or cycle in this area as they have been accosted and harassed and generally don't feel safe. at night it's worse
39	Safety / People Experiencing Homelessness	Victory Blvd does not have enough lights on the north side of the street and there are homeless encampments on the south side.
40	Barriers for Cyclists / Barriers for Pedestrians	Bicycles go by very fast and sometimes just barely miss the pedestrians getting off the metro to walk to the parking lot.
41	Other	No safety concerns but live in hills -driving is the only option
42	Barriers for Pedestrians	The station is too far from the street
43	Barriers for Pedestrians	Needing to cross the bike lanes to/from the Station access

3.4 Improvement Priorities and Ideas

The online survey offered respondents the opportunity to share their ideas on how to improve the station. Participants were asked about their priorities in general, opinions on the importance of certain improvements, and what improvements they would make if possible. The survey first asked participants about their priorities near Sepulveda Station in general as well as their priorities for the G Line Bike Path specifically. It also asked participants to point out any specific improvement ideas they had with an interactive map.

3.4.1 Improvement Priorities Near Sepulveda Station

To help better understand respondents' priorities in the Sepulveda Station area, participants were asked to rank the importance of each potential type of improvement and were asked "Which improvements would you prioritize near the Sepulveda Station of the Metro G Line (Orange)?" Participants were invited to rank each improvement with a score of 1 to 5, 5 being the most important. The following charts show priority levels by improvement type, and the final table provides a summary of average rank for each category. This part of the questionnaire received fewer responses than some other questions, with an average of 144 responses per category.

Pedestrian and bicycle lighting were ranked as an extremely high priority, 61% of respondents ranking it as a 5, 32% a 4, 3% a 2, and 2% 3 and 1.

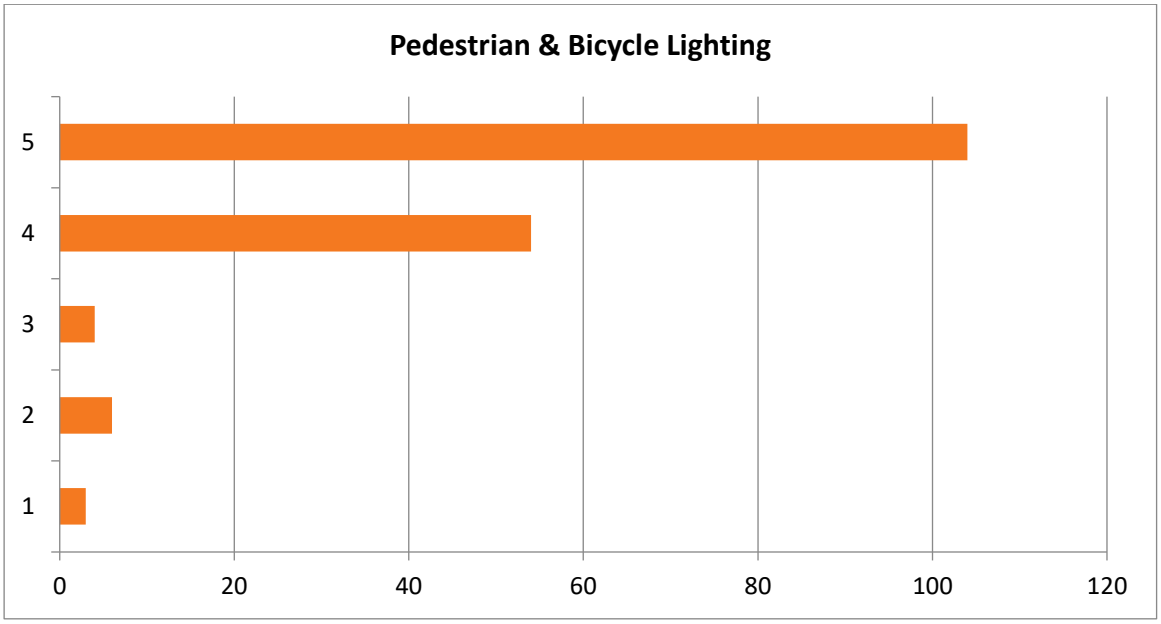

Figure 29: Priority of Pedestrian & Bicycle Lighting

New or improved sidewalks were rated as very high priorities, with 61% of respondents rating it a 5, 29% a 4, 5% a 2, 4% a 1, and 2% a 3.



Figure 30: Priority of New or Improved Sidewalks

Landscaping and shade were ranked as high priorities, with 59% of respondents ranking it a 5, 28% a 4, 6% a 2, 5% a 1, and 2% a 3.

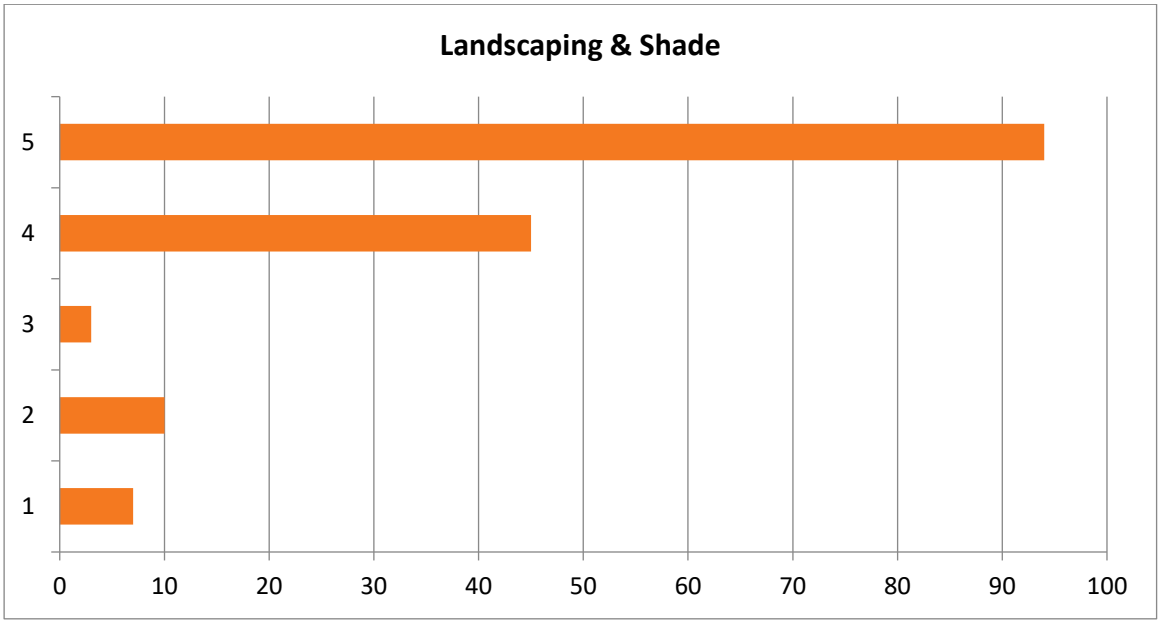

Figure 31: Priority of Landscaping & Shade

Bike lanes or bike route improvements were ranked as high priorities, with 50% of respondents rating it a 5, 27% rating a 4, 12% rating a 1, 8% rating a 2, and 3% rating a 3.

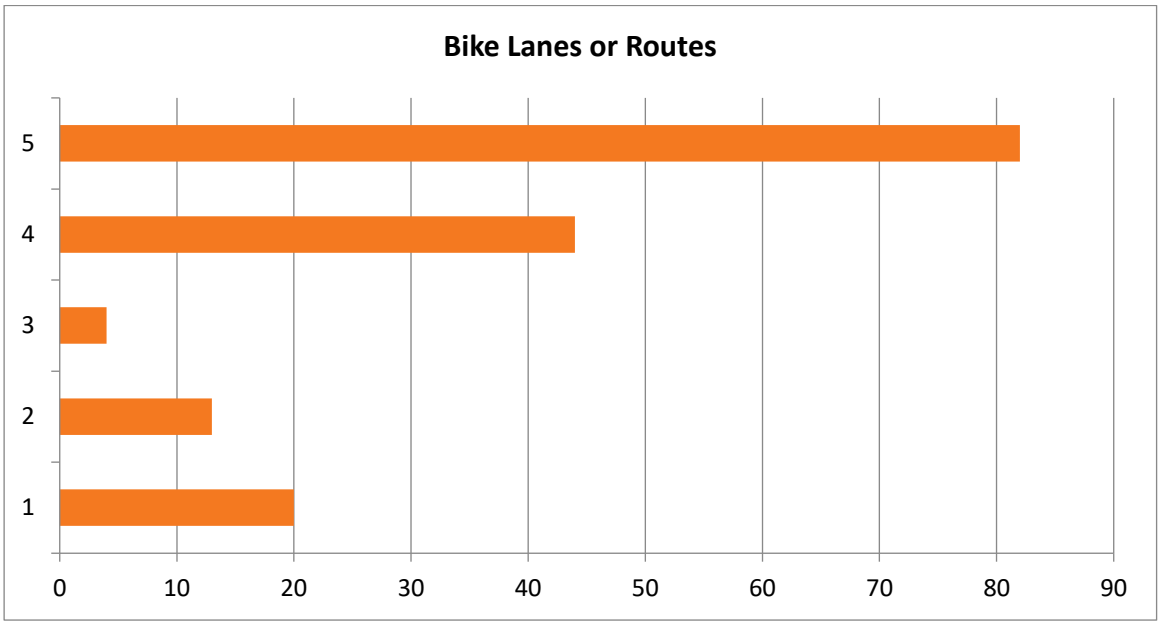

Figure 32: Priority of Bike Lanes or Routes

Bus stop improvements were ranked as a moderately high priority, with 53% of respondents rating it a 5, 33% a 4, 8% a 1, 5% a 2, and 1% a 3.

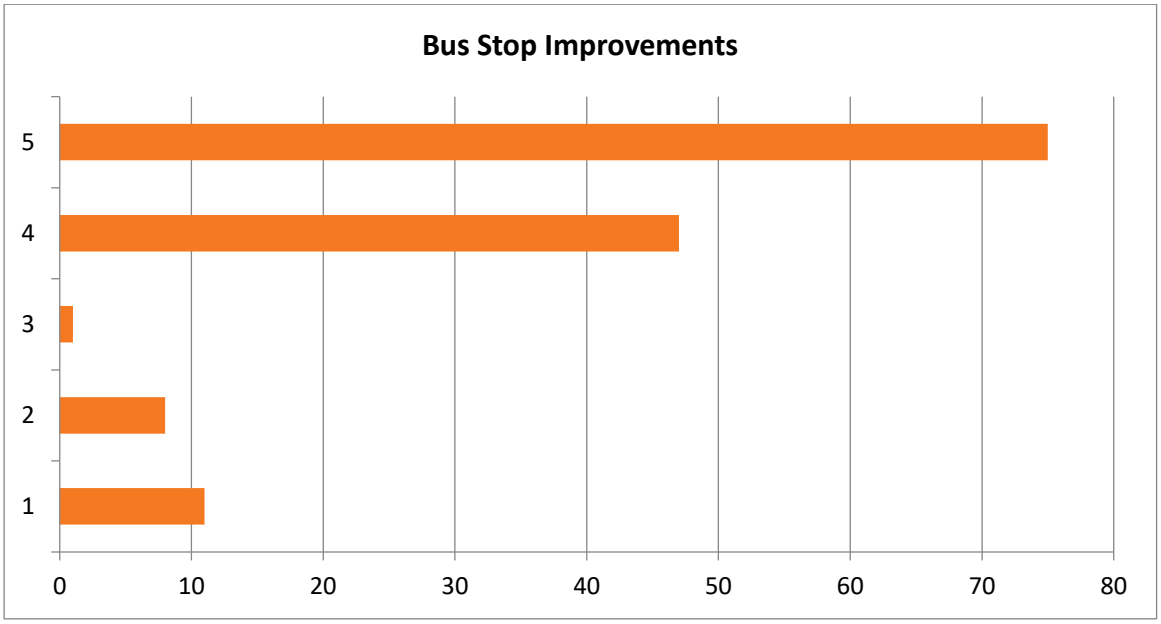

Figure 33: Priority of Bus Stop Improvements

Bike-friendly intersections were ranked as a high priority, with 49% rating it a 5, 32% rating a 4, 10% rating a 2, 8% rating a 1, and 1% rating a 3.

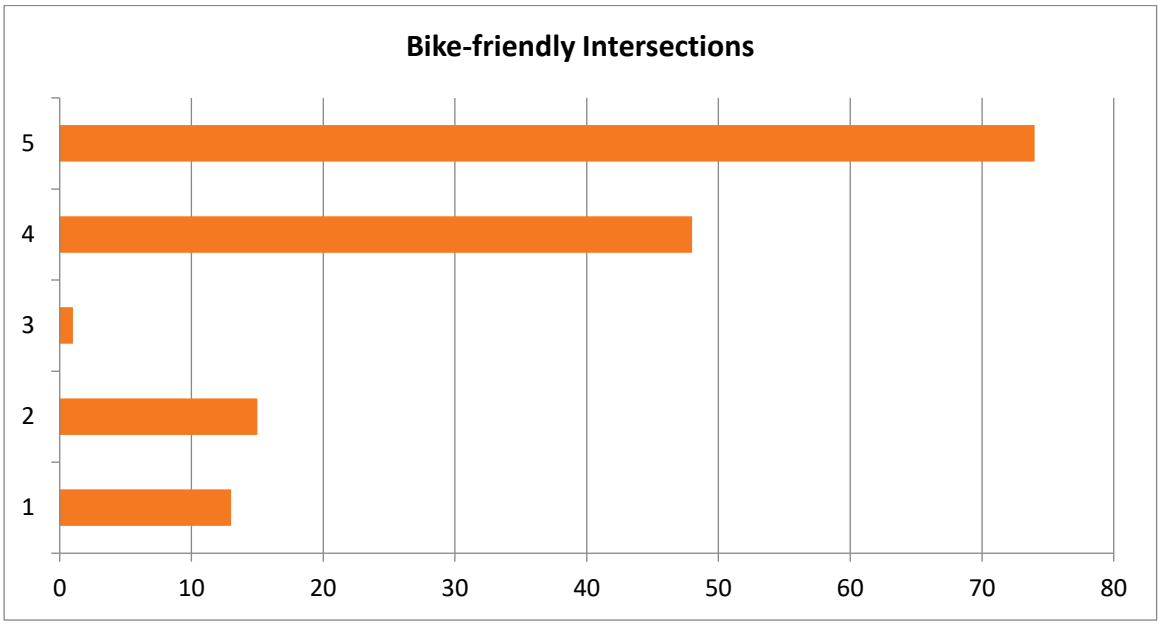

Figure 34: Priority of Bike-friendly Intersections

Drop-off, Pick-up, & Rideshare were ranked as moderately high priorities, with 43% of respondents rating it a 5, 28% a 4, 17% a 2, 11% a 1, and 2% a 3.

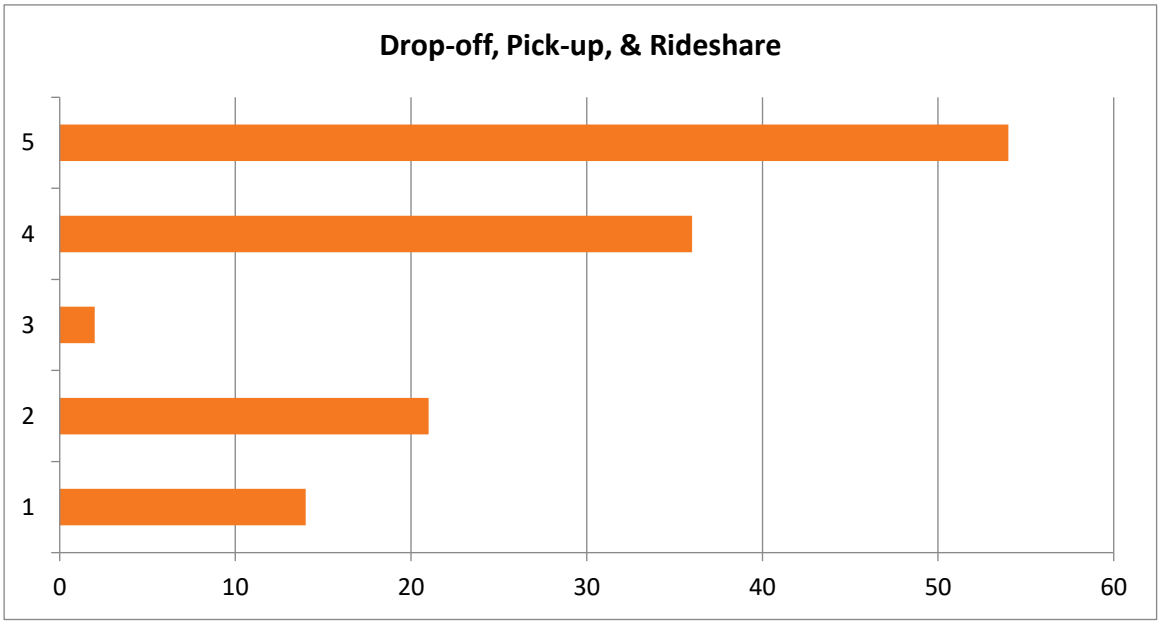

Figure 35: Priority of Drop-off, Pick-up, & Rideshare

Wayfinding improvements were ranked as a moderately high priority, with 35% of respondents rating it a 5, 31% rating a 4, 18% rating a 2, 12% rating a 1, and 4% rating a 3.

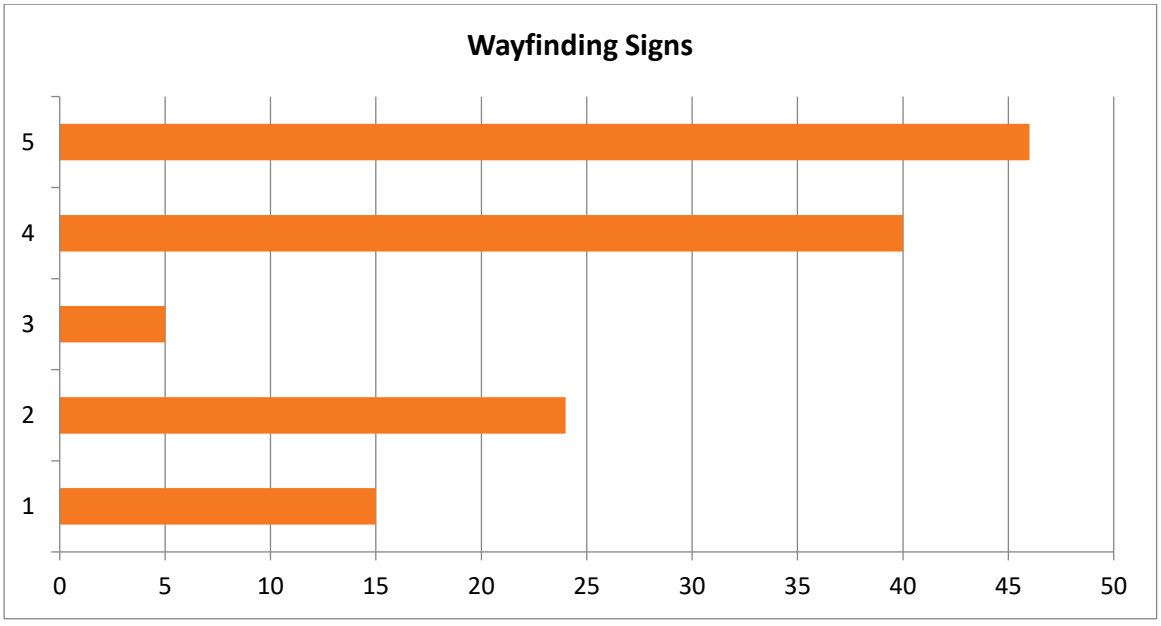

Figure 36: Priority of Wayfinding Signs

Slower speeds were ranked as moderately high of a priority, with 41% of respondents raking it a 5, 26% a 4, 18% a 1, 15% a 2, and 0% a 3.

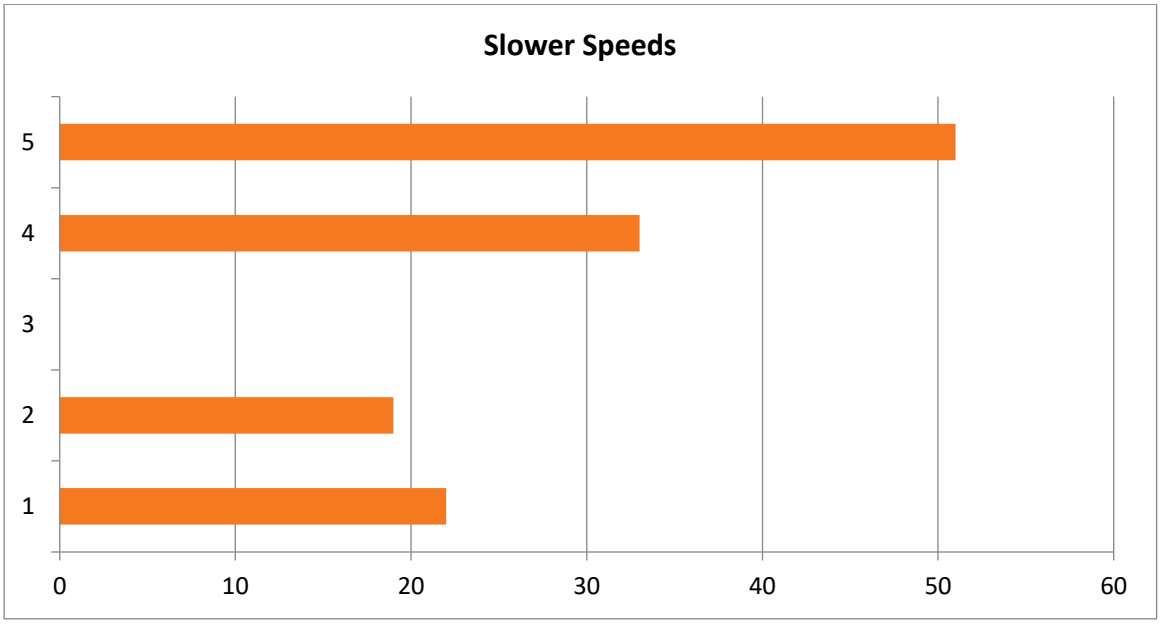

Figure 37: Priority of Slower Speeds

Bike Hub and Bike Parking were ranked as moderately high priorities, with 31% of respondents ranking it a 5, 36% a 4, 19% a 2, 11% a 1, and 3% a 3.

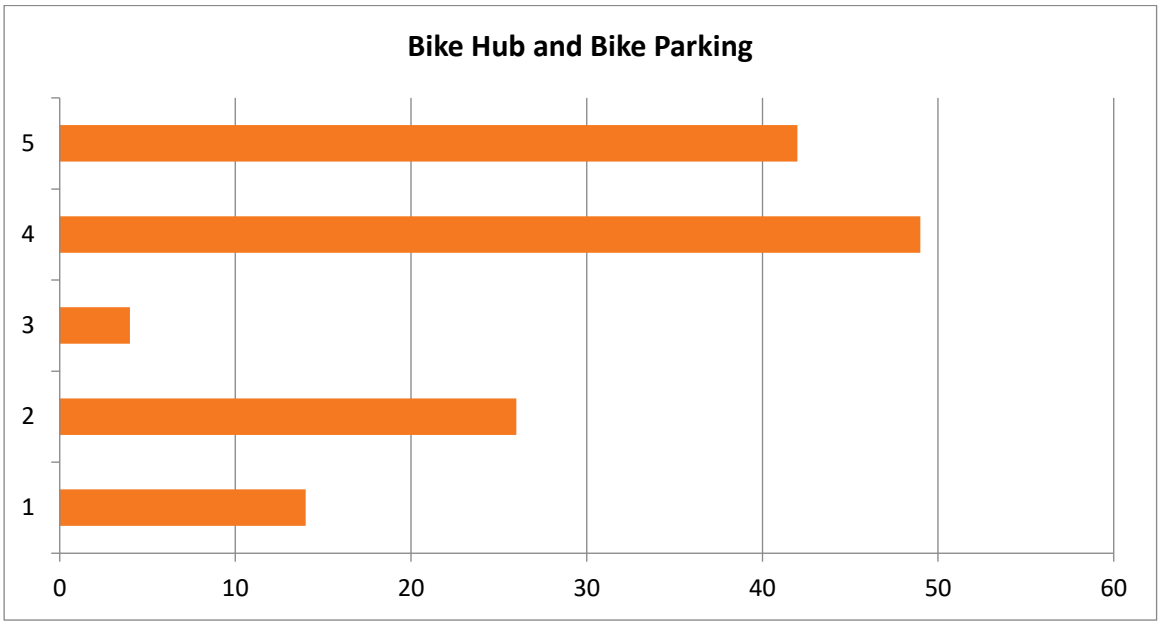

Figure 38: Priority of Bike Hub and Bike Parking

Street furniture was ranked as a moderately high priority, with 37% of respondents ranking it a 5, 31% a 4, 17% a 2, 12% a 1, and 4% a 3.



Figure 39: Priority of Street Furniture

New or improved crosswalks were rated as high priorities, with 53% of respondents ranking it at a 5, 36% a 4, 6% a 2, 4% a 1, and 1% a 3.

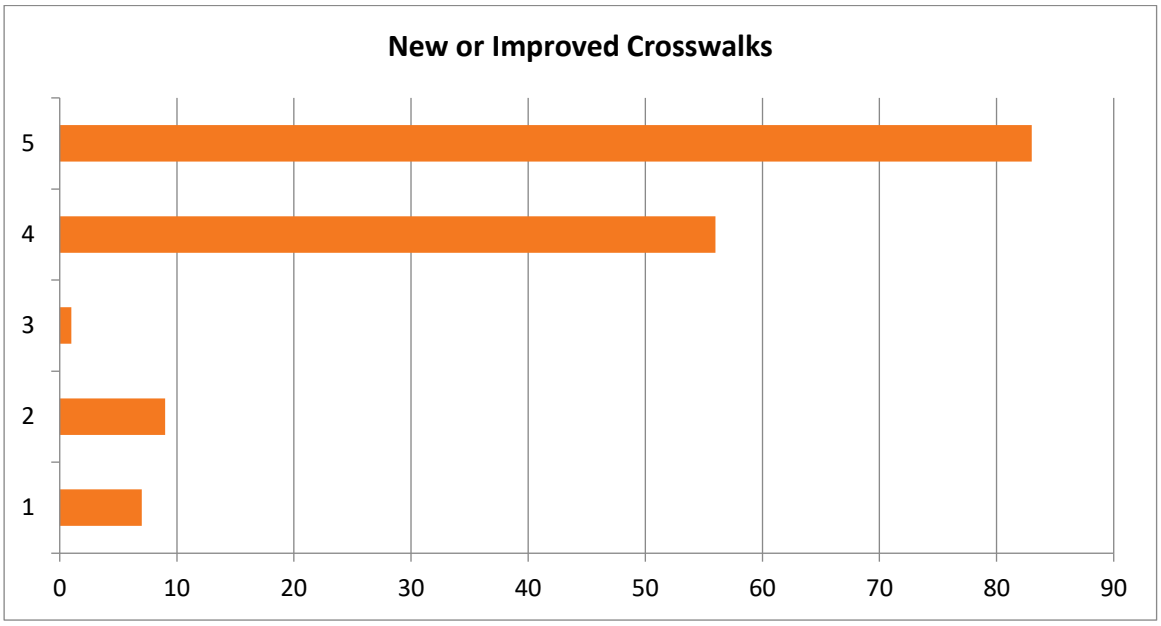

Figure 40: Priority of New or Improved Crosswalks

Overall, no categories scored “neutrally important” or below, with the minimum score being a 3.6. The categories that seem to be of the highest priority are lighting, improved sidewalks, and improved landscaping and shade. However, the maximum difference among average scores is only 0.9, meaning that no single category is starkly more prioritized than any other. It seems that users of Sepulveda Station overall designate every listed category as a significant priority.

Category	Average Score
Pedestrian & Bicycle Lighting	4.5
New or Improved Sidewalks	4.4
Landscaping & Shade	4.3
Bike Lanes or Routes	4.2
Bus Stop Improvements	4.2
Bike-friendly Intersections	4
Drop-off, Pick-up, & Rideshare	3.7
Wayfinding Signs	3.6
Slower Speeds	3.6
Bike Hub and Bike Parking	3.6
Street Furniture	3.6
New or Improved Crosswalks	3.6

Figure 41: Priorities Summary Table

3.4.2 Improvement Priorities for G Line Bike Path

To get an understanding of bicyclists’ priorities along the G Line (Orange) bike path, participants were first asked whether they use the bike path, and regardless of their answer to this question, which improvements should be made to the existing path. The question states “Which of the following improvements should be considered for the street level G Line (Orange) bike path at the Sepulveda and Van Nuys Stations? Select up to three.” These questions received 210 and 456 responses, respectively.

62% of respondents already use the bike path, and 38% do not. They were not asked why they do or do not use the bike path.

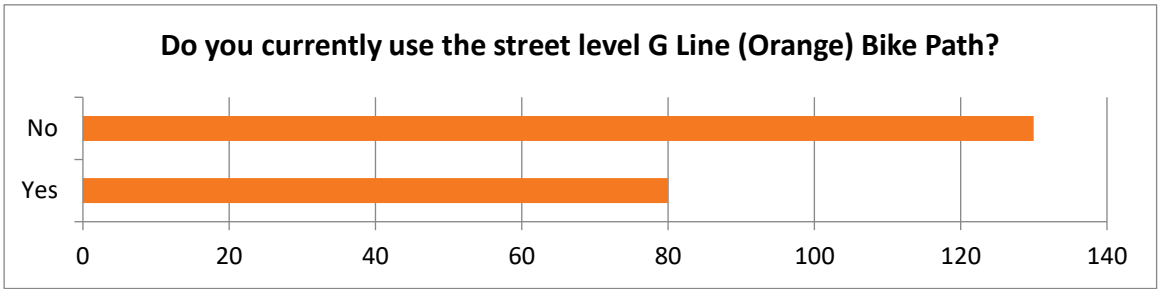

Figure 42: Current Use of G Line Bike Path

For the second question, participants were allowed to select three out of five options. The most common was lighting at 27%, followed by landscaping and shade at 22%, connections to other bike lanes or routes at 21%, enhanced crossings at 20%, and wayfinding signs at 10%. The top four choices are fairly close together in scores, while wayfinding signs seems to be of less importance.

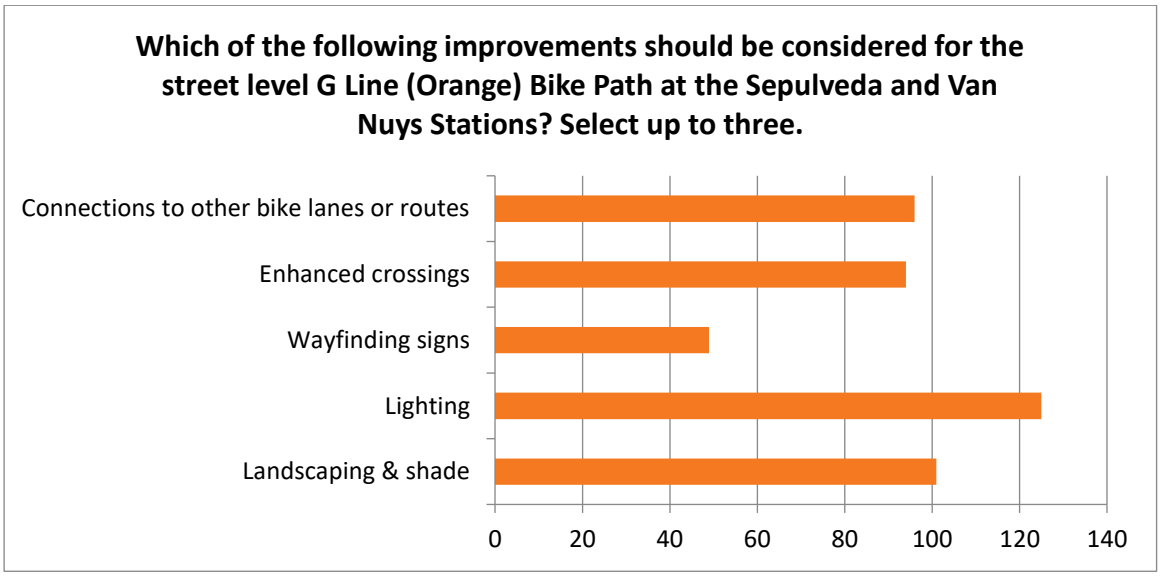

Figure 43: Improvements to G Line Bike Path

Overall, more respondents did not use the bike path than those who did. Regardless of whether they use the bike path currently, the top priority among respondents is lighting along the path. This could be explained by the fact that it is a multi-use path, with high numbers of people walking along it. The least important improvement is wayfinding signs, although a significant number of responses (50) indicate that this is still important.

3.4.3 Improvement Ideas

To build on ideas for improvements already presented in this survey and in Metro's plans, respondents were asked to be creative and note their "big (or little)" ideas for station improvements. They located their ideas for improvements on a map, designating the type of improvement and explaining it through a comment.

The "type" of improvement idea varied significantly, with the most common being either other or not identified. The most common improvement ideas following the other category fall under bike lanes/routes, lighting, and landscaping and shade, which is consistent with the previous section in which respondents listed the top three improvements they would like to see.

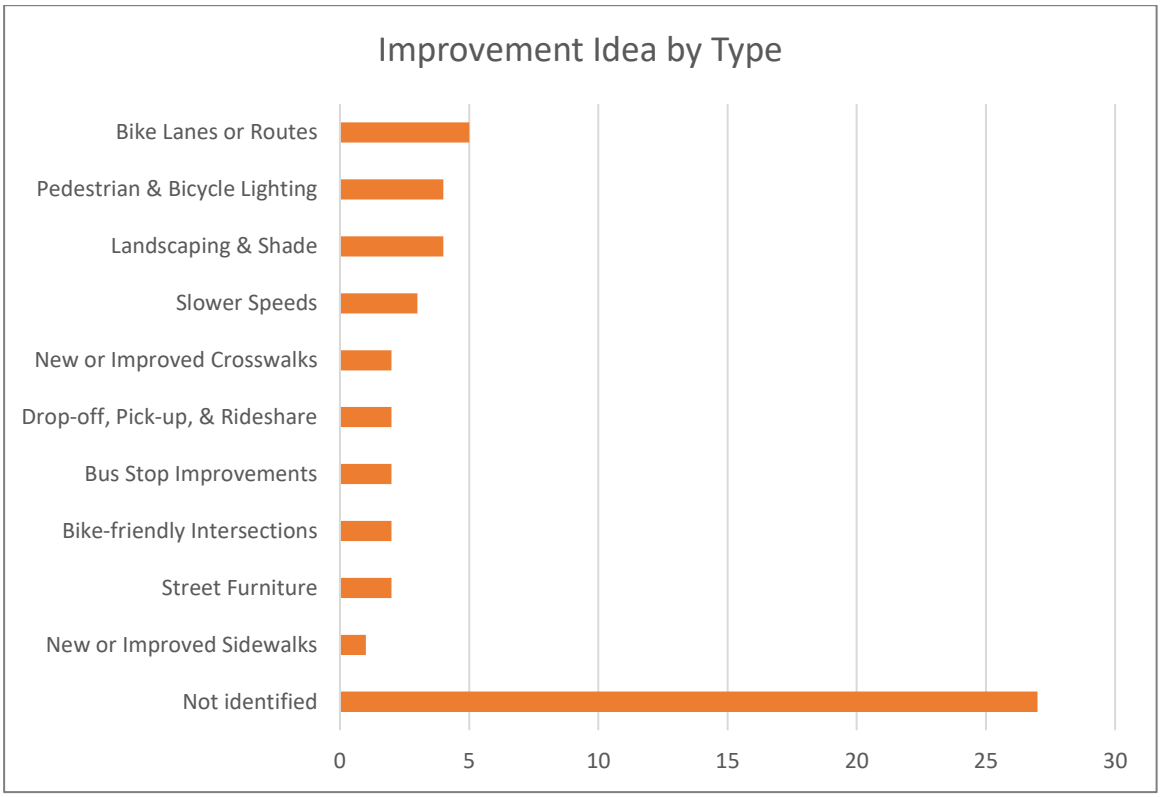

Figure 44: Improvement Ideas by Type

Most improvement ideas are clustered at the intersection of Sepulveda Boulevard and the Orange Line Busway, as well as along the busway going west. Improvement ideas cover many of the topics previously mentioned in this report and indicate the need for better safety measures both in terms of speeding/problematic intersections and in terms of perceived safety while walking and waiting for the bus. Respondents also indicated a desire for an enhanced public realm, with street furniture, landscaping, and even cafes by the station.

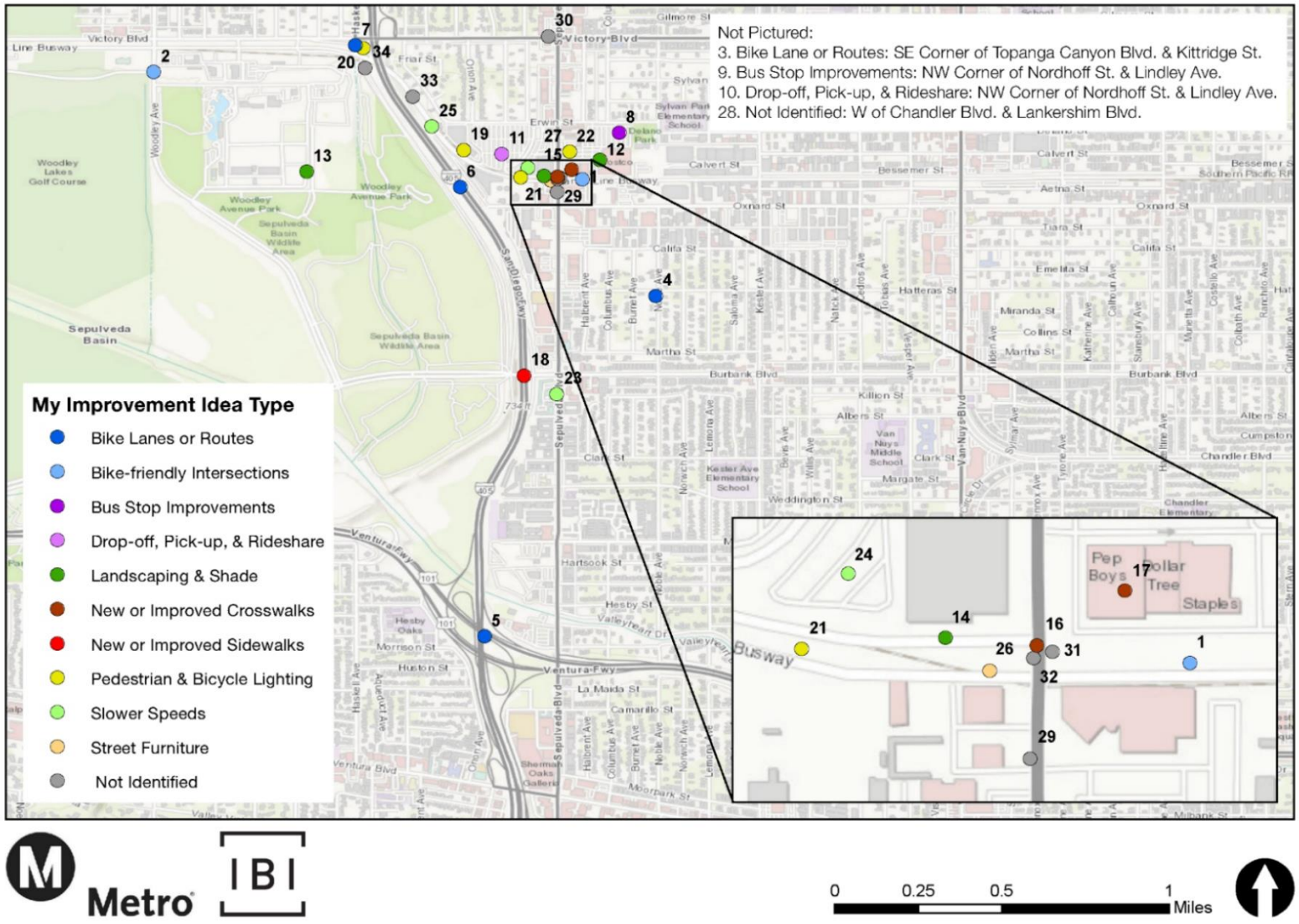

Figure 45: My Improvement Idea

ID	Improvement Category	Improvement Idea
1	Bike-friendly Intersections	Elevated bike path through intersection
2	Bike-friendly Intersections	Bike/pedestrian crossings coming out of the park without having to go up to a busy Victory Orange Line stop
3	Bike Lanes or Routes	Extend the bike lane west to improve access to the Canoga Station. Because of traffic and unsafe bike lanes, it is challenging to cycle to the Canoga Station from the Valley Circle area. We do it, but it can be harrowing.
4	Bike Lanes or Routes	Implement City of LA's existing plan for LA River Path--protected bike lanes on Sepulveda from Orange Line to Hatteras; and significant traffic calming on (1) Hatteras from Sepulveda to Noble and (2) Noble from Hatteras to the LA River/Valleyheart
5	Bike Lanes or Routes	Need public transit to get to the Westside parallel to the 405!
6	Bike Lanes or Routes	Better/additional route under 405
7	Bike Lanes or Routes	Better/wider path surface
8	Bus Stop Improvements	Northbound Sepulveda bus stop needs bus shelter here. Standing in the sun is not very inviting. Thank you.
9	Bus Stop Improvements	Bus Rapid Transit on Nordhoff to accommodate the people to CSUN
10	Drop-off, Pick-up, & Rideshare	Better connectivity between CSUN and the orange line and the new rail line.
11	Drop-off, Pick-up, & Rideshare	Designated space for pedestrian pick-ups via private car or hailing services.
12	Landscaping & Shade	Cafe - indoor/outdoor seating - shaded with trees and plantings Some small retail shops
13	Landscaping & Shade	No comment
14	Landscaping & Shade	Have lighting all around the station to create a safer space especially at night so pedestrians feel safer at night
15	Landscaping & Shade	No comment
16	New or Improved Crosswalks	Grade separated bus way crossings (I know, fantasy)! Orange Line converted to light rail.
17	New or Improved Crosswalks	Better lighting and slower speeds would be grand
18	New or Improved Crosswalks	Widen sidewalks across 405 Freeway and make them ADA-compliant.
19	Pedestrian & Bicycle Lighting	Separate incoming traffic from the victory entrance and pedestrians crossing the parking lot to the platforms better. The sudden quick turn combined with people running to catch the bus are dangerous
20	Pedestrian & Bicycle Lighting	Better safety in this area. Clear landscaping and add lighting so it can be seen from Victory
21	Pedestrian & Bicycle Lighting	As a young woman, I have never felt safe walking the pathway at night to and from the Sepulveda Station. I feel that it is too far from the main road and secluded. If the walk can be shorter that would be tremendously helpful!

ID	Improvement Category	Improvement Idea
22	Pedestrian & Bicycle Lighting	No comment
23	Slower Speeds	The nearest east-west street south of the Sepulveda G Line station, Burbank is a major street next to the Sepulveda Dam and flood plain. A freeway exit is situated on the western side of the intersection and usually has higher speeds carried over
24	Slower Speeds	Many drivers tend to use the bus way parking lot as a cut-through. Although speed bumps have been installed by the entrance and exits, driver still tend to speed where the speed bumps aren't located. Also many drivers tend to run through the stop
25	Slower Speeds	Speed bumps
26	Street Furniture	I don't know if this would be considered “street furniture” but if there is enough space, small vendors should be allowed to set up under the bus station. They would add more eyes on the street in a place that tends to be choke
27	Street Furniture	No comment
28	Not Identified	Connect East and west stations
29	Not Identified	Widen Sepulveda Blvd. to decrease gridlock during rush hours in the area between Oxnard and the proposed elevated walkway.
30	Not Identified	Increasing pedestrian and bicycle/scooter/skateboard access to the streets and areas leading to the station
31	Not Identified	Connection to Metro Westside Subway Line in Westwood by rail
32	Not Identified	LAX Flyaway at this location
33	Not Identified	It is isolated and feels unsafe to walk along the bike path between Victory and the Sepulveda station.
34	Not Identified	There are a lot of homeless encampments in this are that make it feel unsafe to walk, especially in the winter when it is dark by time I got home from work.

4 Looking Forward

The exclusive use of an online engagement tool was a relatively new experience for Metro, as community engagement activities are typically focused on in-person outreach with online tools as secondary, supportive tools. As a result of the COVID-19 pandemic, the project team relied exclusively on online engagement to collect community feedback. The use of the Maptionnaire application was also a first experience for Metro. This process highlighted some key takeaways and lessons learned that will be useful for future engagement efforts.

4.1 Challenges and Benefits of Online Community Engagement

The online community engagement strategy deployed for the Plan presented challenges and benefits that can serve as useful lessons for the design of future community engagement activities. Key takeaways from this experience include:

- Developing the survey was simple and, once launched, required little maintenance over the five weeks during which it was live. In comparison, in-person engagement often requires substantial physical and human resources to organize, which makes it challenging to hold an event for longer than a few hours at a time. In-person engagement events can also be vulnerable to unpredictable events such as inclement weather, equipment malfunction, or issues related to the event venue. This experience has shown how online community engagement efforts can offer a relatively simple and resilient alternative or complement to in-person activities.

- The level of details provided by the tool was significant, allowing the team to locate the exact location where challenges and opportunities are present. This is similar to in-person engagement efforts where participants are invited to add to a physical map and directly point out where they would like to see changes and what these changes should be.

- The survey collected a significant amount of responses, perhaps higher than the number of in-person interactions that could have taken place during the planned in-person activities. However, many respondents did not have the kind of relationship with the station or the larger study area as one would find through in-person engagement activities. This limited their ability to provide site-specific ideas and feedback. Considering one of the main objectives of FLM community engagement efforts is to received input from the perspective of transit riders for a specific station, this is one of the main drawbacks of this approach. However, refinement of the tool and results matrix also allows planners to weed out these outliers and focus primarily on direct users.

- The survey is asynchronous, meaning that individual participants respond in their own time and can only relate to their own lived experience. There are benefits to this approach, as the input collected is not influenced by bias or influence of others. However, there are also advantages to having synchronous engagement where participants get to discuss with one another and learn from different perspectives. The asynchronous engagement could be supplemented by a live (either virtual or in-person) event to benefit from both approaches.

4.1.1 Participants' review of the tool

Metro received one public comment on the survey which mentioned that the Maptionnaire tool did not work for them. They mentioned that the tutorial offered on Maptionnaire made it too complicated, and that Metro should keep surveys simpler. This comment also mentioned the problem of speeding, saying that "the best thing you can do is support efforts to get drivers to slow down. The danger to pedestrians and bicyclists – your customers – is primarily caused by irresponsible drivers." The feedback aligns with some of the issues outlined in Section 3.3, where speeding was noted as a big problem.

4.2 Usefulness of Feedback Collected

The information collected through the online engagement will be used to develop the final pathway network and project recommendations for the Sepulveda station. The concerns and ideas listed will help inform which project improvements should be recommended, and specifically identify the level of priority that should be applied to each project.

4.3 Lessons Learned

The COVID-19 pandemic has altered the way we live, work, and interact with one another. In a short time, the pandemic has impacted the ability for planners and policymakers to meaningfully engage the public in the planning process. Due to the State and County's COVID-19 Safer at Home Orders and subsequent social distancing protocols, many in-person community engagement events have either been placed on a temporary hold, cancelled, or transitioned to virtual formats. As we navigate uncertain times, what is abundantly clear is that we cannot afford to cancel or pause every project simply because we cannot engage or interact with the public in-person.

Robust community engagement is a foundational element of the FLM planning process. In-person community engagement, such as pop-ups at well-attended local events, best serves the data collection process and provides the granular data required for developing FLM project ideas and locations. However, due to current social distancing requirements, in-person community engagement events were no longer feasible. To overcome this hurdle, the project team piloted use of Maptionnaire, an interactive, map-based survey application to gather community input and inform the development of FLM project ideas for the Plan.

The following section includes lessons learned from the virtual community engagement process for the G Line (Orange) Sepulveda Station First/Last Mile Plan. These lessons learned can be applied to future FLM plans to improve the community engagement process and outcomes.

4.3.1 Design Effective Surveys

Survey design is one of the most important components of successful online community engagement. Surveys should be designed to provide the level of detail required for your project, however they also must be engaging, easy to understand, and short enough to be mindful of the respondent's time. The G Line (Orange) Sepulveda Station FLM Survey provided clear instructions with step-by-step video tutorials, featured interactive questions where respondents marked their answers on a map (Figure 46), and averaged less than 15 minutes to complete.

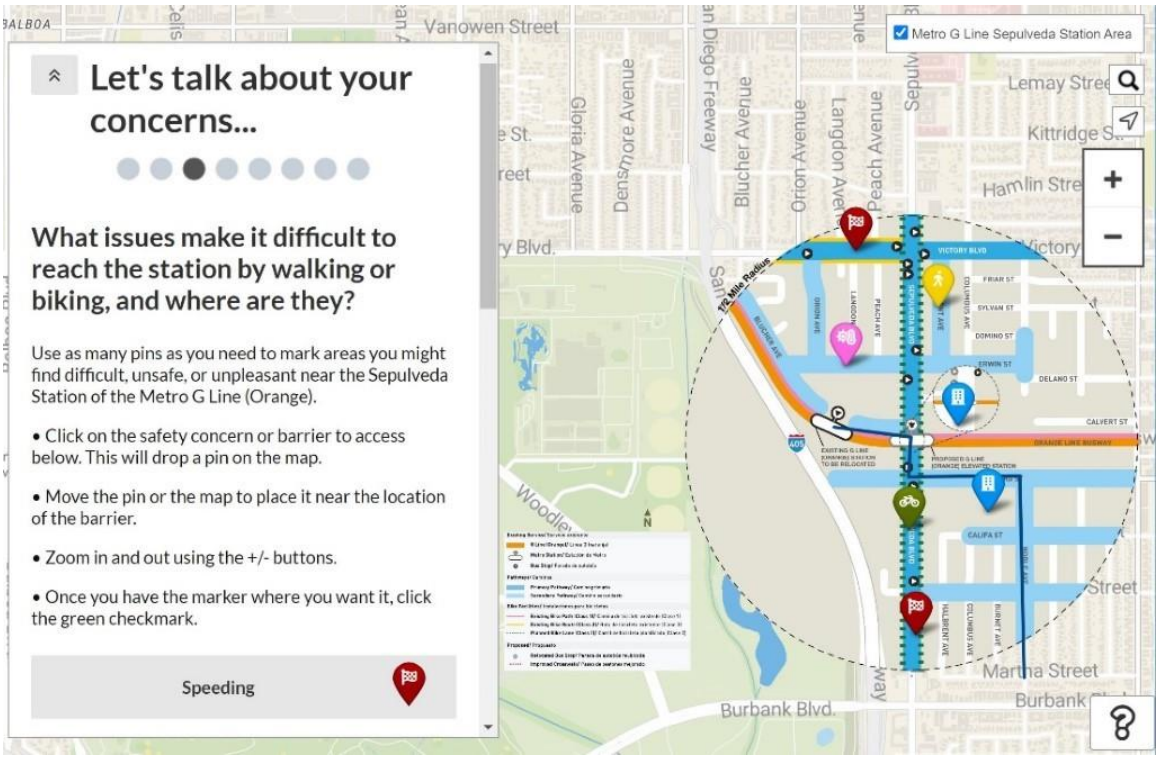

Figure 46: Interactive question from the G Line Sepulveda Station FLM survey

The other crucial component to effective survey design is consideration for mobile device users. As the percentage of internet access via smartphone or tablet devices has surpassed that of desktop devices, virtual community engagement formats must be compatible across most devices and user interfaces. The challenge with community engagement for FLM planning is the need to convey complex and detailed information to the public in a streamlined, efficient, and easy to understand format on a small screen.

4.3.2 Determine your Target Audience

FLM plan development requires local and experiential knowledge due to the highly detailed and fine-grained nature of FLM project types and locations. In order to receive this type of input to inform the development of the FLM plan, survey promotion must target specific audiences. For Metro's FLM program, the target audience is transit riders, especially those who walk, bike, or roll themselves to and from Metro stations. In the case of the G Line (Orange) Sepulveda Station, the project team determined the target audience should more or less match the demographics of G Line riders and the community near the Sepulveda Station.

4.3.3 Partner with Community-Based Organizations

Metro's FLM program has an established history of partnering with and embedding community-based organizations (CBO) directly into the FLM planning process. The role CBOs play in the FLM planning process varies case-by-case; however, they are vital to the development of project ideas and serve as a conduit between Metro and community members. This relationship also aligns with Metro's Equity Platform and the four pillars to: Define and Measure; Listen and Learn; Focus and Deliver; and Train and Grow. Due to challenges related to the COVID-19 pandemic, Metro did not

partner with a CBO during the community engagement process for the G Line (Orange) Sepulveda Station FLM Plan. While the methods deployed to promote the FLM survey proved effective at encouraging a high level of participation from the public, there is debate as to whether the target audience was successfully engaged. The vital role CBOs play in the FLM planning process cannot be overlooked in the future.

4.3.4 Reach your Target Audience

Once the target audience is established, promoting a survey to this audience is critical. For FLM, local and experiential knowledge from transit riders and the nearby community are essential for FLM project idea development. In pre-pandemic times, CBOs played a crucial role in connecting Metro to the target audience. In the case of the G Line (Orange) Sepulveda Station FLM Plan, the original approach for community engagement included one weekday pop-up event at the station and one weekend event at a nearby recreation center in partnership with a CBO. As a consequence of the COVID-19 pandemic and social distancing requirements, in-person engagement events and the partnership with the CBO were not feasible. As the in-person community engagement events transitioned to a virtual format, the project team created a survey promotional strategy to reflect the need for localized community input as describe in Section 2.4.

An important promotional strategy to continue is advertisements with QR codes linking to a survey and strategically placed near within the study area once a survey is launched. The project team placed A-frame signs near the Sepulveda station platform and along the G Line Bike Path to encourage participation from transit riders and nearby communities. Advertisements with QR codes could also be posted in nearby businesses, community centers, on transit vehicles, and as part of a leafleting campaign to households within the study area.

Encouraging participation through targeted social media advertisements is another strategy to continue. Social media sites, such as Facebook, have the ability to deploy advertisements to specific audiences. There are multiple ways to target advertisements, however location-based promotion, such as within a specific city or postal code, or interest-based promotion, such as people interested in public transit, is ideal for FLM planning.

4.3.5 Set Clear, Attainable Performance Metrics

Establishing clear, attainable performance metrics early in the survey development process is important for measuring the success of a survey. For FLM, survey performance metrics should include quantitative and qualitative metrics to measure if the target audience is being reached and if the results provide a clear path to FLM project ideas, locations, and community priorities. During the survey development process, a best practice is to include questions in the survey to measure a desired outcome.

To measure if a survey is reaching the target audience, incorporating demographic questions in a survey can be a useful way to compare with the demographics of a control group, such as the demographics of a nearby neighborhood. In this case, the control group is set to the demographics of Metro G Line riders (2019 Metro On-Board Customer Satisfaction Survey Data) and the demographics of the community within the half-mile radius of the Sepulveda Station (U.S. Census Data) and then compared with the demographic data from the G Line (Orange) Sepulveda Station FLM Survey results as shown below.

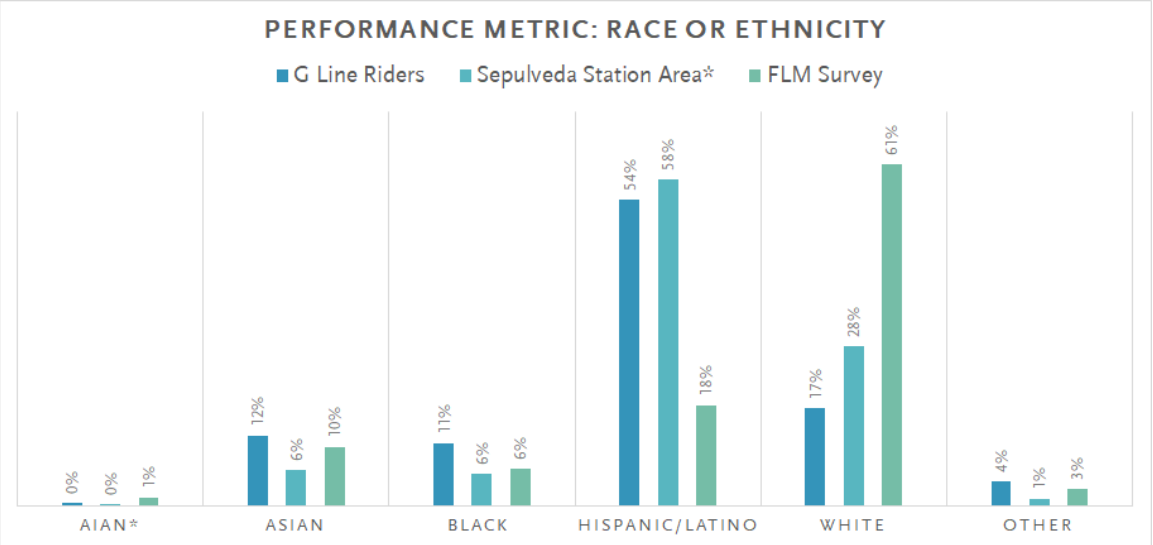

Figure 47: Race or Ethnicity Performance Metric

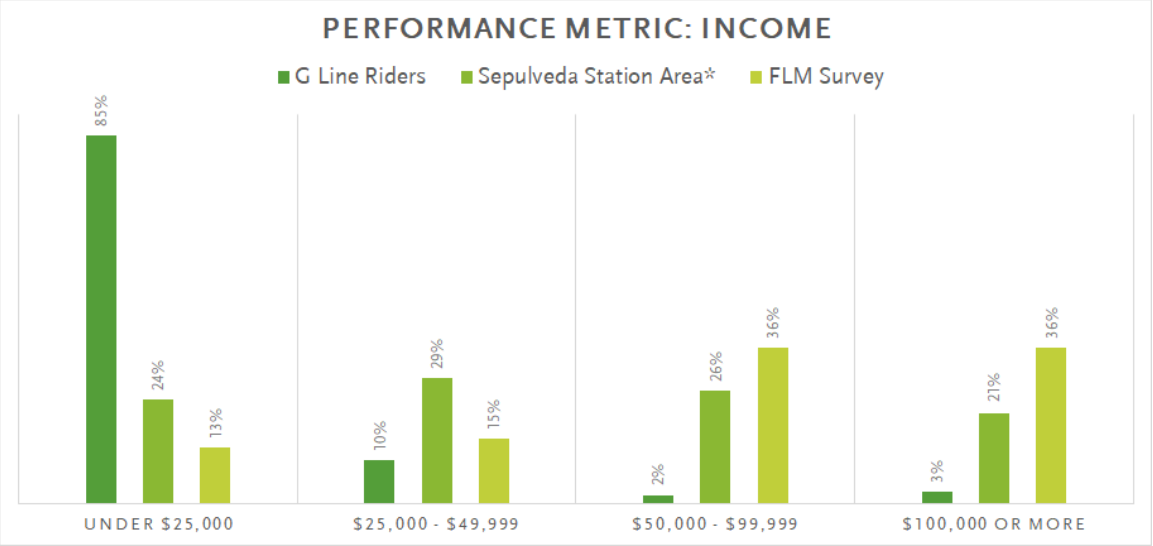

Figure 48: Income Performance Metric

*Sepulveda Station Area is a calculation of U.S. Census tract data within and intersecting the half-mile radius of the station

**AIAN = American Indian & Alaskan Native

During the survey development process, questions should be included that provide a clear, direct path to FLM project ideas, locations, and community priorities. For the G Line Sepulveda Station FLM survey, there were several opportunities for respondents to prioritize FLM project types and propose their own project ideas.

4.3.6 Incentivize Participation

An incentive is money or a gift to provide to survey respondents in exchange for completing a survey. Incentives vary depending on a number of factors, but generally can be offered as way to increase response rates and thank respondents for their time. There are two main forms of incentives: monetary and non-monetary. Monetary incentives include cash, checks, gift cards, and coupons. Non-monetary incentives are items to show appreciation, such as an iPad, pen, or reusable water bottle. Prior research and experience have shown that monetary incentives are more effective at increasing response rates than non-monetary incentives. However, higher value non-monetary incentives, such as an iPad, are more effective at increasing response rates than less lower value non-monetary incentives, such as a pen or reusable water bottle. Non-monetary incentives should always have universal appeal to the target audience. For the G Line Sepulveda Station FLM survey, the project team gifted a Metro Prize Package to three survey respondents. The prize package includes several Metro-branded items, including a pen, water bottle, coffee mug, drawstring bag, lanyard, and, as this was an active transportation-related survey, a bike helmet.

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Metro G Line (Orange)

First/Last Mile Plan
Cost Assumptions Summary

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1 Cost Assumptions

This memorandum summarizes the project elements and unit cost assumptions used in the development of conceptual-level cost estimates associated with the implementation of proposed improvements for the Metro G Line (Orange) Sepulveda Station First/Last Mile Plan. Cost estimates were developed from estimates on previous similar Metro projects, with escalation factored in. Each individual improvement shown below is presented by unit type, its associated unit cost, and additional comments for the projected cost per unit. Cost estimates for improvements at the Sepulveda Boulevard Station are proposed by street, found in the Rough Order of Magnitude (ROM) Cost Estimates Memo. Utility work is not included in these cost estimates.

1.1 Proposed Walking Improvements

Improvements	Unit	Cost	Comments
Bulb-Outs at Corners	Each	$121,700	$30,425 per corner
Bus Stop Improvements	Each	$45,600	Includes platform area, benches, trash receptacle, info/signage, and shelter
Landscaping & Shade	Block	$40,600	Assumes tree spacing of 40 feet
New or Improved Crosswalks	Leg	$1,150	Assumes only striping improvements need be made. $250,000 for a HAWK beacon, $507,000 for a full signal at 4-leg intersection
New or Improved Sidewalks	Square Foot	$44 for new; $13 for improved	Assumes concrete sidewalk extension with curb, not including crowning of the street
Pedestrian & Bike Lighting	Each (both sides of the street)	$10,100	Assumes one pedestrian lighting post per 50 feet
Street Furniture	Each	$3,100	Assumes on bench and one trash receptacle every 200 feet
Traffic Calming	Each	$10,000	Assumes demolition and construction of existing pavement section for a single speed hump

1.2 Proposed Bicycling Improvements

Improvements	Unit	Cost	Comments
Bicycle Friendly-Intersection	Each	$101,500	Includes green striping paint at intersection approach and within intersection, raised curb islands within intersection
Class II Striped Lanes	Mile	$76,000	Signage and striping only. No pavement reconstruction.
Class III Bike-Friendly Street	Each	$600	Sharrow marking and signage at beginning of each block and then at 250-foot spacing intervals between blocks
Class IV Protected Lanes – Striped Buffer	Mile	$456,300	Assumes asphalt is existing, and includes a 3-foot buffer, bike lane symbols, and vertical markers every 3 feet

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Metro G Line (Orange)

First/Last Mile Plan
Project Scoring Methodology Summary

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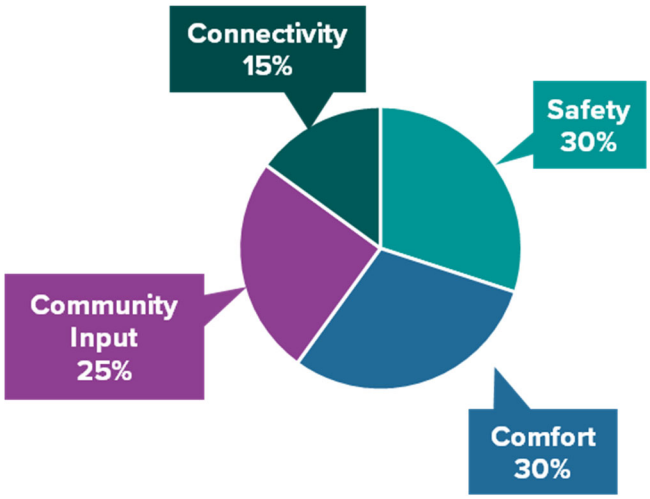
1 Pedestrian Project Scoring

The design team reviewed project prioritization methods from Purple Line Extension Sections 2 & 3 Planning project, and developed a scoring system consistent with this project, but modified slightly to be appropriate for the Metro G Line (Orange) Sepulveda Station FLM project. Some key differences are in the approach to gathering and scoring community input. Due to COVID-19 restrictions, community engagement was conducted through an online survey instead of through in-person events, resulting in changes to the form of community input received when compared to the Purple Line First/Last Mile project. Details regarding the refinement of scoring are provided later in this memo.

For the purposes of scoring, individual pedestrian improvements were grouped by corridor or pathway segments to provide for a more complete walking environment, as opposed to separating small improvements, such as landscaping and sidewalk enhancements, and diluting their potential streetscape benefits. By focusing on more comprehensive streetscape improvements, the benefits are more likely to be noticeable and have a greater positive impact on Metro customers connecting with the transit system.
The scoring system will convey project prioritization from a technical standpoint and the projects themselves would be subject to coordination with local jurisdictions, available funding, and Metro Board direction.

1.1 Pedestrian Scoring Criteria and Methodology

The projects will be scored based on four categories: Safety, Comfort, Community Input, and Connectivity. Safety and Comfort are both weighted at 30 points, in order to identify projects that make the transit system safe and comfortable to use for transit users of all ages and abilities. Community Input is weighted at 25 points, so that project prioritization is reflective of community needs. Connectivity is weighted at 15 points and is given less weight than other categories, since all pedestrian projects being proposed are meant to increase connectivity to the transit system. The maximum score a project could earn is 100 points. The weighting of categories and specific criteria are described in the following sections.



1.1.1 Safety (30 points max)

Improvement Type:
Includes proposed safety improvements on a pathway segment leading to a station and could earn up to 25 points.

Pedestrian/bike lighting	5 points
Bulb-outs	5 points
New or improved crosswalks	5 points
New or improved sidewalks	5 points
Residential traffic calming	5 points

SWITRS Collision Data:
Pedestrian patterns and destinations are expected to change with the opening of the future Metro G Line (Orange) station, so Statewide Integrated Traffic Records System (SWITRS) collision data is given less weight than the safety improvements proposed on a street leading to the station. The total number of pedestrian/motor vehicle collisions that occur on streets on which the project would be located could earn up to 5 points

Greater than ten (10) collisions	5 points
Six (6) to ten (10) collisions	3 points
One (1) to five (5) collisions	1 point
No collisions	0 points

1.1.2 Comfort (30 points maximum)

Pathways that include projects that make walking more comfortable and easier to navigate to/from a station, or to an adjacent station and likely used by Metro customers transferring to/from the Metro G Line (Orange) could earn up to 30 points. Wayfinding signage was excluded from this section as it is already included in Allowances.

Landscaping and shade	10 points
Bus stop enhancement	8 points
Street furniture	6 points

1.1.3 Community Input (25 points maximum)

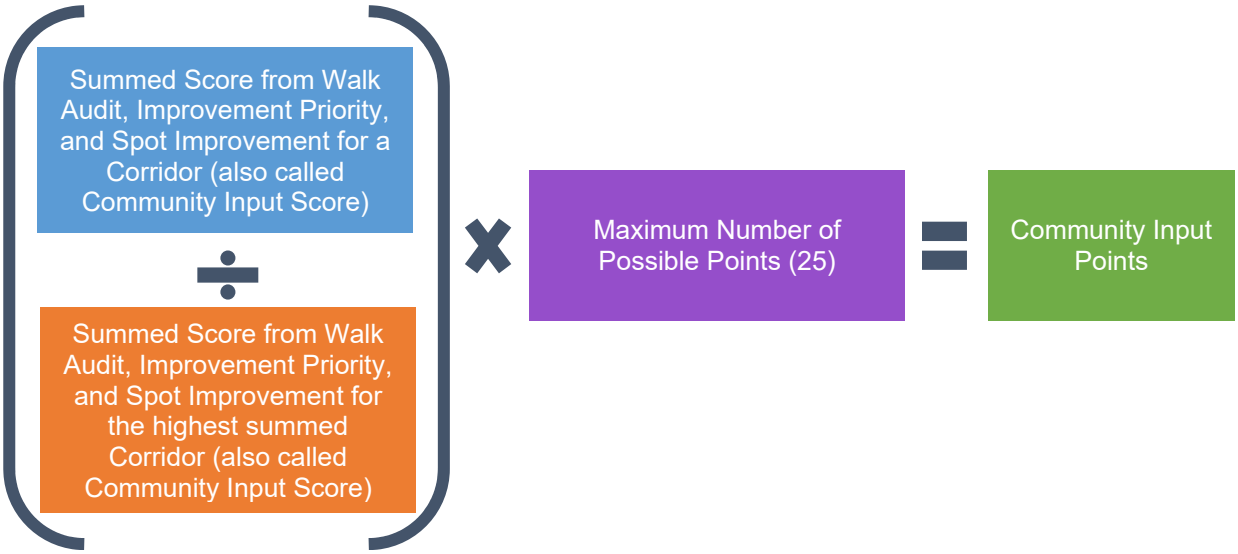
Community input for the Metro G Line (Orange) Sepulveda Station First/Last Mile Plan was solicited through walk audits and an online map-based survey. This engagement approach differed from the one employed for the Purple Line Extension Section 2 & 3 First/Last Mile Plan, which featured walk audits, in-person pop-up community engagement events, and a survey. The primary reason behind this difference was conditions resulting from the COVID-19 pandemic, which precluded the team from conducting in-person pop-up events to support the planning effort.

In place of the in-person pop-up events, Metro selected a map-based online survey tool to collect community input regarding the location and type of first/last mile improvements transit users and community members would like to see planned for the Metro G Line (Orange) Sepulveda Station. The previous community input scoring methodology utilized for the Purple Line Extension First/Last Mile Plan could award a proposed First/Last Mile pathway corridor a score of up to 25 points. The corridor's score was based on whether the corridor and specific project needs were identified as part of the walk audits and online survey, as well as the number of votes a corridor and specific project needs received as part of the pop-ups.

To address the absence of the pop-up event voting, the community input scoring methodology for the Metro G Line (Orange) Sepulveda Station is proposed to be modified to account for the form of input received through the online map-based survey. Under this proposal, projects identified through walk audits earn 5 points (which is consistent with the Purple Line methodology). In the online survey, respondents were asked to prioritize first/last mile project types on a scale of 1 to 5. The average prioritization score from this survey question is proposed to be used to determine the improvement's priority in the Sepulveda Station area, and is uniform for any location, regardless of corridor.

Additionally in the survey, respondents were provided with the opportunity to identify spot improvements where specific first/last mile projects should be proposed. The number of identified spot improvements for any category on any corridor are summed. The summed count is then divided by the single greatest identified spot improvement per any corridor as a baseline on how popular an improvement is. For example, the greatest number of pedestrian spot improvements identified were 'New or Improved Crosswalks' on Sepulveda Boulevard (identified 76 times), so this project type was given a score of 5. The greatest number of bicycle spot improvements identified were 'Bicycle Lane, Route, or Facilities' on Sepulveda Boulevard (identified 26 times), so this project type was also given a score of 5. Other spot improvements per corridor were scaled from 0 to 5 accordingly.

All accrued points from the walk audit, improvement priority, and spot improvements are summed per corridor to create a 'Community Input Score', and then are scaled from 0 to 25 based upon the highest summed corridor. This is consistent with the approach used on the Purple Line, which is illustrated in the equation below:



From Walk Audits	Maximum 5 points
From Improvement Priority (Survey)	Maximum 5 points
From Identified Spot Improvements (Survey)	Maximum 5 points

In the approach, the highest performing corridor receives the maximum number of community input points (25). All other corridors receive an equivalent ratio of points based upon community input performance.

For pedestrian improvements, projects on Sepulveda Boulevard performs the best, scoring all 25 points. For bicyclist improvements, projects on the Metro G Line (Orange) Busway received the maximum number of community input points.

The potential 25 points that can be accrued through Community Input are part of a larger scoring methodology up to 100 maximum points, which includes other factors such as safety, comfort and connectivity.

1.1.4 Connectivity (15 points maximum)

This category recognizes the importance of providing pathways with the most direct connections to a station. Considering that all Metro customers must use a primary street, such as Sepulveda Boulevard, to reach a station entrance, projects located on a primary street will receive a maximum of 10 points. Another important connectivity aspect includes connections to major destinations. This criterion could earn 2.5 points. Major destinations were identified, mapped, and categorized as either open space, art, attraction, education, public, and shopping.

Primary Street	10 points
Connects to Major Destination	2.5 points

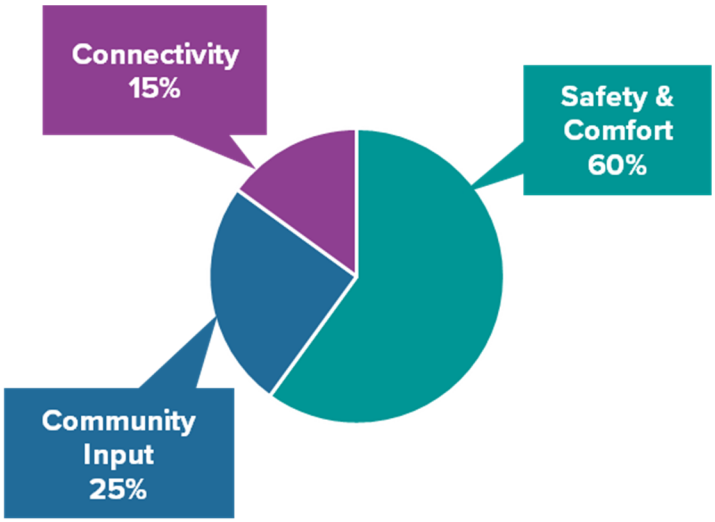
2 Bicyclist Project Scoring

Similar project prioritization methodology from the Purple Line Extension Section 2 & 3 First Last Mile Plan was reviewed to develop a scoring system appropriate for the Metro G Line (Orange) Sepulveda Station Plan. Major differences in scoring include the nature of the bicyclist projects that are being proposed, such as bicycle-friendly intersections and parking amenities, the connectivity aspects and characteristics of the proposed projects, and the way community input was gathered. The scoring system will convey project prioritization from a technical standpoint and the projects themselves would be subject to coordination with local jurisdictions, available funding, and Metro Board direction.

2.1 Bicyclist Scoring Criteria and Methodology

Three criteria will be used for scoring wheel projects: Safety and Comfort, Community Input, and Connectivity.

"Safety and comfort" were given the greatest weight and are considered to be inseparable when planning for bike access to stations as explained in the National Association of City Transportation Officials (NACTO) "Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities" (December 2017). Community Input received the second highest weight. Connectivity was given less weight than other the other categories, since all bicyclist projects being proposed are meant to increase connectivity to the transit system and bicycle network. The maximum score a project could earn is 100 points. The weighting of categories and specific criteria are as follows:



2.1.1 Safety and Comfort (60 points maximum)

SWITRS Collision Data (10 points maximum):
The number of bicycle-motor vehicles collisions per data from SWITRS on a street segment during the past five years that would potentially be reduced by implementing a project on that street segment could earn up to 10 points.

Greater than five (5) collisions	10 points
Four (4) or five (5) collisions	5 points
Two (2) or three (3) collisions	3 points
One (1) collision	1 point
No collisions	0 points

NACTO Guidelines (20 points maximum):

The extent to which a project conforms to NACTO guidance for safety and comfort could earn up to 20 points.

Project would meet NACTO Contextual Guidance for All Ages & Abilities Bikeways, that is Class I; Class IV; Class II on street with 1 lane each way, ≤25 mph after calming and ≤3,000 ADT; Class III on street with ≤20 mph after calming and ≤2,000 ADT	20 points
Class III with ≤20 mph after calming and ≤5,000 ADT	10 points
Class II on street with 1 lane each way, ≤30 mph and ≤20,000 ADT	10 points
Class III with 1 lane each way, ≤25 mph after calming and ≤8,000 ADT	5 points
Class II on street with 2 lanes each way and ≤35 mph	5 points

Controlled Crossings (10 points maximum):

Vital component to assure bicyclists and other wheeled customers can navigate a safe pathway to their station. If all the project's pathway arterial street crossings would be controlled, they could earn up to 10 points.

Has controlled crossings	10 points
Does not have controlled crossings	0 points

Bicycle Amenities (20 points maximum):

Important support facilities that promote the use of bicycles and other wheeled modes of transportation through the safest and most secure amenities could earn up to 20 points.

Bicycle hub /parking (racks, lockers)	10 points
Bicycle friendly intersection	10 points

2.1.2 Community Input (25 points maximum)

The bicyclist community input scoring methodology is identical to the pedestrian community input score methodology. Please see section 1.1.3 for more detail on community input scoring for bicyclist improvement projects.

2.1.3 Connectivity (15 points maximum)

This score recognizes the importance of completing the pathway network leading to a station. Projects that provide more direct connections to the station and to existing/planned bicycle network earn the highest number of points and could be up to a total of 15 points. Connections to major destination were assessed by mapping major destinations such as regional parks, universities, civic centers, regional hospitals, schools, etc.

If bicycle corridor is on a primary street	5 points
If bicycle corridor connects to the station	5 points
If bicycle corridor will connect to an existing facility	3 points
If bicycle corridor will connect to a planned facility	2 points
If bicycle corridor will connect to a major destination	2 points

Projects for Pedestrians																
			Safety (30 points max)			Comfort (30 points max)		Community Input (25 points max)					Connectivity (15 points max)			Total
Project Icon	Type	Cross Street/ Limits	Improvement (25 points max)	SWITRS (5 points max)	Points	Improvement (30 points max)	Points	Walk Audit (5 points max)	Improvement Priority (5 points max)	Spot Improvement (5 points max)	Community Input Score	Points	Primary Street (10 points max)	Connects to a major destination (2.5 points max)	Points	**Score (100 points max)**
Projects on Sepulveda Blvd. (Pathway Arterial)																
	New or Improved Crosswalks	at Victory Blvd., Erwin St., Orange Line Busway, Oxnard St., and Hatteras St.	5	5	25	0	18	5	4.3	5	60.3	25	10	2.5	12.5	**80.5**
	Bus Stop Improvements	at Victory Blvd., Erwin St., Orange Line Busway, Oxnard St., and Hatteras St.	0			8		5	4.2	2.3						
	Bulb-Outs at Corners	at Victory Blvd., Erwin St., Orange Line Busway, Oxnard St., and Hatteras St.	5			0		0	3.6	0						
	New or Improved Sidewalks	from a half-mile north of proposed station to a half-mile south of proposed station	5			0		5	4.4	0.7						
	Pedestrian & Bike Lighting	from Erwin St. to Orange Line Busway	5			0		5	4.5	0.5						
	Landscaping & Shade	from a half-mile north of proposed station to a half-mile south of proposed station	0			10		5	4.3	1.5						
Projects on Metro G Line (Orange) Busway																
	New or Improved Crosswalks	at Sepulveda Blvd.	5	1	16	0	18	5	4.3	2.8	51.7	21.4	10	2.5	12.5	**67.9**
	Pick-up/Drop-off	near existing station	0			0		0	3.7	0						
	Bus Stop Improvements	at Sepulveda Blvd.	0			8		5	4.2	1.8						
	Bulb-Outs at Corners	at Sepulveda Blvd.	5			0		0	3.6	0						
	Pedestrian & Bike Lighting	from Haskell Ave. to a half-mile east of proposed station	5			0		5	4.5	1						
	Landscaping & Shade	from existing station to Sepulveda Blvd.	0			10		5	4.3	1.5						
Projects on Victory Blvd. (Pathway Arterial)																
	New or Improved Crosswalks	at Orion Ave. and Sepulveda Blvd.	5	3	23	0	8	5	4.3	0.6	41.9	17.4	10	2.5	12.5	**60.9**
	Bus Stop Improvements	at Orion Ave. and Sepulveda Blvd.	0			8		5	4.2	0.3						
	Bulb-Outs at Corners	at Sepulveda Blvd.	5			0		0	3.6	0						
	New or Improved Sidewalks	from Blucher Ave. to Peach Ave.	5			0		5	4.4	0						
	Pedestrian & Bike Lighting	from Sepulveda Blvd. to Columbus Ave.	5			0		5	4.5	0						
Projects on Erwin St. (Pathway Collector)																
	New or Improved Crosswalks	at Sepulveda Blvd. and Noble Ave.	5	1	21	0	18	5	4.3	0.5	45.5	18.9	0	2.5	2.5	**60.4**
	Bus Stop Improvements	at Sepulveda Blvd.	0			8		5	4.2	0.1						
	Bulb-Outs at Corners	at Sepulveda Blvd.	5			0		0	3.6	0						
	New or Improved Sidewalks	from Blucher Ave. to Peach Ave. and Halbrent Ave. to Columbus Ave.	5			0		5	4.4	0.3						
	Traffic Calming	from Columbus Ave. to Noble Ave.	5			0		5	3.6	0.1						
	Landscaping & Shade	from Sepulveda Ave. to Noble Ave.	0			10		0	4.3	0.1						

The portions of Sepulveda Blvd. and Victory Blvd. within the study area are part of the City of LA's High Injury Network (HIN). Roadway design decisions and safety countermeasures should be co-designed with LADOT's Vision Zero Division.

Projects for Pedestrians (continued)																
Project Icon	Type	Cross Street/ Limits	Safety (30 points max)			Comfort (30 points max)		Community Input (25 points max)					Connectivity (15 points max)			Total
			Improvement (25 points max)	SWITRS (5 points max)	Points	Improvement (30 points max)	Points	Walk Audit (5 points max)	Improvement Priority (5 points max)	Spot Improvement (5 points max)	Community Input Score	Points	Primary Street (10 points max)	Connects to a major destination (2.5 points max)	Points	**Score (100 points max)**
Projects on Oxnard St. (Pathway Collector)																
	New or Improved Crosswalks	at Sepulveda Blvd.	5	1	16	0	8	5	4.3	0.4	32.4	13.4	0	0	0	**37.4**
	Bus Stop Improvements	at Sepulveda Blvd.	0			8		5	4.2	0.2						
	Bulb-Outs at Corners	at Sepulveda Blvd.	5			0		0	3.6	0						
	New or Improved Sidewalks	from west extent to beyond Lemona Ave.	5			0		5	4.4	0.3						
Projects on Hatteras St. (Pathway Collector)																
	New or Improved Crosswalks	at Sepulveda Blvd.	5	1	16	0	8	5	4.3	0.3	32.2	13.3	0	0	0	**37.3**
	Bus Stop Improvements	at Sepulveda Blvd.	0			8		5	4.2	0.3						
	Bulb-Outs at Corners	at Sepulveda Blvd.	5			0		0	3.6	0						
	New or Improved Sidewalks	from Sepulveda Blvd. to Noble Ave.	5			0		5	4.4	0.1						
Projects on Orion Ave. (Pathway Collector)																
	New or Improved Crosswalks	at Victory Blvd.	5	1	11	0	8	5	4.3	0.1	28	11.6	0	0	0	**30.6**
	Bus Stop Improvements	at Victory Blvd.	0			8		5	4.2	0						
	New or Improved Sidewalks	from Victory Blvd. to Erwin St.	5			0		5	4.4	0						
Projects on Noble Ave. (Pathway Collector)																
	New or Improved Crosswalks	at Erwin St.	5	1	16	0	0	5	4.3	0	27.3	11.3	0	2.5	2.5	**29.8**
	New or Improved Sidewalks	from Oxnard St. to Hatteras St.	5			0		5	4.4	0						
	Traffic Calming	from Domino St. to Delano St.	5			0		5	3.6	0						
Projects on Haskell Ave. (Pathway Collector)																
	Pedestrian & Bike Lighting	from Victory Blvd. to existing station	5	1	6	0	0	5	4.5	0.4	9.9	4.1	0	2.5	2.5	**12.6**
Projects on Halbrent Ave. (Pathway Collector)																
	New or Improved Sidewalks	from Victory Blvd. to Erwin St.	5	1	6	0	0	5	4.4	0.1	9.5	3.9	0	0	0	**9.9**
Projects on Califa St. (Pathway Collector)																
	New or Improved Sidewalks	from Halbrent Ave. to Noble Ave.	5	0	5	0	0	5	4.4	0	9.4	3.9	0	0	0	**8.9**
Projects on Columbus Ave. (Pathway Collector)																
	New or Improved Sidewalks	from Victory Blvd. to Erwin St.	5	0	5	0	0	0	4.4	0.4	4.8	2	0	0	0	**7**
Allowances																
	Wayfinding Signs															
	Wayfinding Sign Maintenance															

Projects for Bicyclists																	
			Safety and Comfort (60 points max)					Community Input (25 points max)					Connectivity (15 points max)					Total
Project Icon	Type	Cross Street/ Limits	SWITRS (10 points max)	NACTO Guidance (20 points max)	Controlled Crossings (10 points max)	Bicycle Amenities (20 points max)	Points	Walk Audit (5 points max)	Improvement Priority (5 points max)	Spot Improvement (5 points max)	Community Input Score	Points	Primary Street (5 points max)	Connects to the Station (5 points max)	Connects to the bicycle network (3 points max)	Connects to a major destination (2 points max)	Points	**Score (100 points max)**
Projects on Sepulveda Blvd. (Pathway Arterial)																		
	Bicycle Parking	at G Line (Orange) Busway	10	20	0	10	50	0	3.6	0	21.6	15.7	5	5	3	2	15	**80.7**
	Bicycle-friendly Intersection	at G Line (Orange) Busway				10		5	4	0								
	Bicycle Lane, Route or Facility (Class IV Protected Lanes)	from a half-mile north of proposed station to a half-mile south of proposed station				0		0	4	5								
Projects on Metro G Line (Orange) Busway																		
	Bicycle Parking	at Sepulveda Blvd.	1	0	10	10	31	0	3.6	0	25.8	18.8	5	5	3	2	15	**64.8**
	Bicycle-friendly Intersection	at Sepulveda Blvd.				10		5	4	0								
	Pedestrian & Bike Lighting	from Haskell Ave. to a half-mile east of proposed station				0		5	4.5	3.7								
Projects on Victory Blvd. (Pathway Arterial)																		
	Bicycle Lane, Route or Facility (Class II Striped Lanes)	from beyond Orion Ave. to beyond Noble Ave.	10	5	0	0	15	0	4	1.5	5.5	4	5	0	2	2	9	**28**
Projects on Hatteras St. (Pathway Collector)																		
	Bicycle Lane, Route or Facility (Class III Bike-friendly Street)	from Sepulveda Blvd. to beyond Lemona Ave.	3	5	0	0	8	0	4	0.4	4.4	3.2	0	0	2	2	4	**15.2**
Projects on Noble Blvd. (Pathway Collector)																		
	Bicycle Lane, Route or Facility (Class III Bike-friendly Street)	from Hatteras Ave. heading southbound	1	5	0	0	6	0	4	0.2	4.2	3.1	0	0	2	0	2	**11.1**
Projects on Friar St. (Pathway Collector)																		
	Bicycle Lane, Route or Facility (Class III Bike-friendly Street)	from Columbus Ave. to beyond Noble Ave.	0	5	0	0	5	0	4	0.0	4.0	2.9	0	0	0	0	0	**7.9**

The portions of Sepulveda Blvd. and Victory Blvd. within the study area are part of the City of LA's High Injury Network (HIN). Roadway design decisions and safety countermeasures should be co-designed with LADOT's Vision Zero Division.

Class IV Protected Lanes on Sepulveda Blvd. would require additional community and stakeholder engagement if prioritized for future phase development.

Local Jurisdiction Coordination Summary

Coordination with local jurisdictions on project types and locations is essential to the FLM process; FLM projects mainly fall within city-controlled right-of-way and improving safe and convenient access to stations is a shared goal. The G Line (Orange) Sepulveda Station is located within the City of Los Angeles. The station spans two Council Districts: Council District 4, Councilmember Nithya Raman and Council District 6, Councilwoman Nury Martinez.

FLM projects are intended to comprehensively improve walking and biking connections by addressing safety, accessibility, and comfort. Because of this multi-faceted approach, FLM projects often span multiple departments or bureaus within a city as well as elected officials.

For the City of Los Angeles, the project team met with multiple Council Districts, departments, and bureaus including:

- Council District 4 staff
- Council District 6 staff
- Bureau of Engineering (BOE)
- Bureau of Street Services (BSS)
- Department of Transportation (DOT)
- Department of City Planning (DCP)

The project team also met with staff from the California Department of Transportation (Caltrans) District 7 as Interstate 405 is within the study area.

The objectives of these meetings were to introduce the FLM planning effort, provide agencies an opportunity to discuss existing FLM needs and challenges, seek alignment on Plan recommendations and projects, and request their review of the Plan. Note that this FLM Plan precedes the completion of FLM Guidelines (anticipated mid-2021), which may describe applicable next steps for this Plan.

The comments received on Plan are provided in Appendix A.

APPENDIX A: MASTER COMMENT MATRIX FOR EXTERNAL REVIEWERS
PATHWAY MAPS WITH PROJECT SCORING AND COST COMMENTS

Comment #	Reviewer	Reviewer Affiliation	Reviewer Comment Date	Document Section Title	Document Page #	Comments	Closest Intersection or Project Number	Response
1	Miles Orr	LACP - OLTNP	12/14/2020	Sepulveda Station Projects for Pedestrians	1	Victory Boulevard should be considered for further pedestrian improvements. Perhaps a crosswalk or traffic calming improvements at Columbus or Halbrent as cars often make tough left turns and pedestrians can be seen jaywalking here instead of going to crosswalks at Victory or Noble.	Victory Boulevard and Halbrent Avenue, Victory Boulevard and Columbus Avenue	We were concerned about the proximity of the traffic signals on Victory at Sepulveda and Noble. If another signal or HAWK signal were to be added on Victory at Columbus, there may be challenges with traffic operations along Victory with 3 closely-spaced signals. Therefore, we have not identified a siganlized crossing on Victory in these locations.
2	Miles Orr	LACP - OLTNP	12/14/2020	Sepulveda Station Projects for Pedestrians	1	Along Sepulveda Boulevard, landscaping and shade and pedestrian and bike lighting should be a high prioritization. LACP will be incentivizing more housing and commercial development along Sepulveda Boulevard and it will be important to ensure that the public realm is a comfortable experience throughout the day.	Project Numbers 11 and 12	Projects on Sepulveda received the highest total score in the scoring matrix for prioritization. The prioritization is for all projects for a corridor, not for individual projects.
3	Miles Orr	LACP - OLTNP	12/14/2020	Sepulveda Station Pathway Network Maps	1	Erwin Street offers access to a park as well as a school. Additional landscaping and shade and improved sidewalks, partiularly on the northern side of the street, would go a long way toward improving connectivity in the area.	Between the intersection of Erwin Street and Victory to the intersection of Erwin Street and Noble Avenue	Landscaping and Shade on Erwin between Sepulveda and Noble has been added to all documents for the FLM study.
4	Isaiah Ross	LACP	12/15/2020	Cost Assumptions Memo	1	The memo shows an allocation of $45,600 for bus stop improvements to include platform area, benches, trash receptacles, and info./signage. As part of this budget, it will be helpful to include shade structures and better designed bus shelters to maximize safety, particularly for the bus shelters that are located close to intersections and on busy streets. This could include the installation of safety bollards and other design features for safety, especially if located close to the street or an intersection. Based on feedback that we've heard from the community in our outreach, there is a need for more shade structures and tree canopy as well.		Shade structures are included as a bus stop improvement. The cost estimate assumption has been revised to reflect that.
5	Isaiah Ross	LACP	12/15/2020	Cost Assumptions Memo	1	Landscaping & Shade: The proposal includes tree spacing at 40 feet per block. What tree species or variety will be planted and what size trees will be installed? It would be ideal to plant trees that will provide a canopy for shade, especially if they will be planted at 40 feet apart. Will landscaping include more than tree installation? There may be opportunities to also plant shrubs, annuals, perenials, grasses in the public right-of-way to create more attractive, walkable areas. This will also reduce the amount of hardscape/impermeable surfaces that exist in the valley, which has a lot of heatislands.		The cost estimate covers landscaping as well as trees. The specific types of trees, will be considered in the design phase.
6	Isaiah Ross	LACP	12/15/2020	Cost Assumptions Memo	1	There may be opportunities to coordinate with StreetsLA on the sidewalk improvements and street furniture efforts. StreetsLA has a Sidewalk Repair Program and will release an RFP for new street furniture, a program that will prioritize ridership, disadvantaged communities, and high heat index.		Comment noted. We will keep this comment in mind if implementation occurs.

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PATHWAY MAPS WITH PROJECT SCORING AND COST COMMENTS

Comment #	Reviewer	Reviewer Affiliation	Reviewer Comment Date	Document Section Title	Document Page #	Comments	Closest Intersection or Project Number	Response
7	Isaiah Ross	LACP	12/15/2020	Sepulveda Station Pathway Network Maps	1	Consider locating the bus stops that are closest to the intersections, further away from the intersections. Sepulveda down to Victory Boulevard is in the High Injury Network. A few of the bus stops at the intersection of Sepulveda and Victory are too close to the intersection. Buses that stop within the intersection may contribute to car collisions and it may not be safe for the pedestrians.	Victory & Sepulveda	This will be taken into consideration during the design phase.
8	Isaiah Ross	LACP	12/15/2020			Any pathways and intersections that are in the High Injury Network should be prioritized in this plan. Also proposed improvements along arterial roads or commercial corridors in lieu of local, residential streets should be prioritized in this plan.		The length of Sepulveda and Victory within the study area are in the High Injury Network. Text will be added to reflect that these corridors will be prioritized. For the existing prioritization matrix, projects on Sepulveda are ranked 1st, and Victory are ranked 3rd.
9	Isaiah Ross	LACP	12/15/2020			For this project area, In the new or improved crosswalk areas, I would like to see more pedestrian medians installed on those wide streets and intersections to allow the pedestrian to focus on just 2-3 lanes to cross at a time and to calm the traffic down while pedestrians are crossing the street. Sepulveda and Victory Boulevard are very wide streets and not easy to cross.		This will be taken into consideration during the design phase.
10	Isaiah Ross	LACP	12/15/2020			If this has not been completed already as part of this project area, I would suggest doing an analysis or find data for the causes of traffic collisions at intersections in this area and include improvements at the intersections to address this issue. Van Nuys along Sepulveda and Sherman Way has the most dangerous intersections in Los Angeles. There is a lot of data and news articles that highlight this issue.		We will look at SWITRS collision data to determine the cause of collisions in the last 5 reported years within the study area. The data will be presented in the Existing Conditions Report.
11	Lynell Washington	OLTNP - LACP	12/15/2020	Projects for Pedestrian	G Line Sepulveda Station Project List	Roadways/Crosswalks & Sidewalks. Sepulveda Boulevard is a vibrant corridor that facilitates safe, efficient multimodal transportation. After the completion of the Sepulveda Station, all of the roads and sidewalks leading to the station that are newly re-paved and/or re-surfaced should looks consistent with existing roadwork, without a patchwork appearance. The following pedestrian improvement strategies are recommended, as feasible; Wider sidewalks - Crosswalk ADA ramps - Curb extensions - Median refuge islands in proximity to the Sepulveda Station		This will be taken into consideration during the design phase.

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PATHWAY MAPS WITH PROJECT SCORING AND COST COMMENTS

Comment #	Reviewer	Reviewer Affiliation	Reviewer Comment Date	Document Section Title	Document Page #	Comments	Closest Intersection or Project Number	Response
12	Lynell Washington	OLTNP - LACP	12/15/2020	Projects for Pedestrian	G Line Sepulveda Station Project List	Trees and Landscaping. METRO should plant a lush and sustainable urban canopy that provides ample shade and abundant beauty, while cleaning the air. Plant durable, aesthetically-pleasing and [drought-tolerant/sustainable] trees that will not break up our sidewalks and become maintenance nightmares (along Sepulveda Blvd.and along major perpendicular arterials that lead to the Sepulveda Station) All planting should be in conjunction with the Council District and various responsible agencies and departments within the City of Los Angeles responsible for tree selection and landscaping.		This will be taken into consideration during the design phase.
13	Lynell Washington	OLTNP - LACP	12/15/2020	Projects for Pedestrian	G Line Sepulveda Station Project List	Street Furniture, Signage and Façade. Sepulveda Boulevard is a vibrant, yet pedestrian challenged commercial and residential corridor. Façades are clean, inviting and designed to encourage high volume vehicular traffic. There is no street furniture. Effective and ornamental pedestrian lighting can create a safe and attractive space.		This will be taken into consideration during the design phase.
14	Tomas Carranza	LADOT	12/22/2020	N/A	N/A	Page 2: LADOT's cost estimate for a High Intensity Activated Crosswalk System (HAWK) is $250,000 based on recent expenditures. Metro's cost may be underestimated.		The cost for a HAWK has been updated to $250,000 in the cost assumptions. A HAWK is not applied in the ROM costs.
15	Tomas Carranza	LADOT	12/22/2020	N/A	N/A	Update references from the Purple Line to G Line and Wilshire Blvd. to Sepulveda Blvd.		All instances on Purple Line have been updated to Orange Line. All instances of Wilshire have been updated to the appropriate street.
16	Tomas Carranza	LADOT	12/22/2020	N/A	N/A	Page 3: The SWITRS scoring metric may not fully capture safety concerns for Los Angeles. Scoring the projects on Sepulveda as 10 points, even if it includes bike parking, may not fully capture the safety benefits of all the elements in the toolkit. Bicycle infrastructure, like bicycle lanes, have been demonstrated to have a higher safety benefit as compared to bicycle parking and should be weighted as such. The LADOT Vision Zero Safety Countermeasures demonstrate effectiveness of various tools available for improving safety in the public right-of-way. The toolkit can be found at: https://ladotlivablestreets.org/content-landing/Vision-Zero-Safety-Toolkit		For the Bicyclist Project Scoring, the SWITRS column gives priority based upon number of collisions regardless of infrastructure. The bike infrastructure proposed to reduce the rate of collisions will consider the LADOT Vision Zero Safety Countermeasures. Existing bicycle infrastructure is factored in among other factors in the scoring methodology.

APPENDIX A: MASTER COMMENT MATRIX FOR EXTERNAL REVIEWERS
PATHWAY MAPS WITH PROJECT SCORING AND COST COMMENTS

Comment #	Reviewer	Reviewer Affiliation	Reviewer Comment Date	Document Section Title	Document Page #	Comments	Closest Intersection or Project Number	Response
17	Tomas Carranza	LADOT	12/22/2020	N/A	N/A	In accordance with the Mobility Plan 2035 Settlement Agreement, any project that proposes lane reconfigurations must follow mandatory outreach protocols. The details of the settlement can be found here. According to our data, the traffic demands on Sepulveda Blvd qualify it as a low-volume project. Should the proposed bicycle projects involve any lane reconfiguration, Metro and LADOT must inform the project area City Council office(s), local neighborhood councils, and other identified stakeholders. Furthermore, the project lead must provide a website that allows stakeholders to submit feedback on the project, and distribute a project fact sheet to interested stakeholders. LADOT has experience conducting outreach that follows the process outlined in the settlement during the unprecedented times of the pandemic on several projects, and can collaborate with Metro on future outreach efforts for projects in the public right-of-way.		Comment noted. Will include a caveat to the Class IV Protected Lanes on Sepulveda Bl. that this project would require additional community and stakeholder engagement if prioritized for future phase development.
18	Tomas Carranza	LADOT	12/22/2020	N/A	N/A	In addition to the outreach requirements described in the Mobility Plan 2035 Settlement Agreement, LADOT also requires analysis of roadway reconfiguration projects pursuant to the Lane Reconfiguration Guidelines prior to any final decision on the project. The analysis requirements for lane reconfigurations for corridors that exceed LADOT's volume threshold must follow the assessment procedures for transportation projects as described in Section 3.3 of LADOT's Transportation Assessment Guidelines. You may need to consult LADOT's Transportation Planning Bureau for further guidance of the analysis methodology and timing.		Comment noted.
19	Tomas Carranza	LADOT	12/22/2020	N/A	N/A	LADOT's Mobility Investment Program (MIP) aims to establish project delivery best practices, identify funding opportunities, improve project engagement and evaluation, enhance inter-agency collaboration, and establish short and long-term capital improvement plans. The LADOT MIP does not contain overlapping funded projects in the area.		Comment noted.

APPENDIX A: MASTER COMMENT MATRIX FOR EXTERNAL REVIEWERS
PATHWAY MAPS WITH PROJECT SCORING AND COST COMMENTS

Comment #	Reviewer	Reviewer Affiliation	Reviewer Comment Date	Document Section Title	Document Page #	Comments	Closest Intersection or Project Number	Response
20	Tomas Carranza	LADOT	12/22/2020	N/A	N/A	The City of Los Angeles Mobility Plan 2035 is the adopted Transportation Element of the City's General Plan. The Mobility Plan established network hierarchies for designated streets in the City. Sepulveda Blvd is on the Mobility Plan Transit Enhanced Network, prioritizing the corridor for improvements to transit service, as is underway through Metro's NextGen program. Sepulveda Blvd is also designated a Tier 3 priority on the Mobility Plan's Bicycle Network, prioritizing the corridor for improvements such as bicycle lanes and supportive infrastructure. Future planning around roadway design should consider the priorities of the Mobility Plan 2035. If first/last mile plans deviate from the General Plan, those decisions should be discussed with City staff and disclosed as part of the environmental review process.		Will consider the priorities of the Mobility Plan 2035 when recommending roadway design elements and will attempt to avoid deviating from the Mobility Plan 2035.
21	Tomas Carranza	LADOT	12/22/2020	N/A	N/A	This segment of Sepulveda Blvd. is part of the City's High Injury Network (HIN), on which the majority of Los Angeles' traffic injuries and deaths are concentrated. Roadway design decisions and safety countermeasures should be co-designed with LADOT's Vision Zero Division.		Comment noted for future coordination if implementation of FLM Plan-identified projects occurs.
22	Cuong Trinh	Caltrans - Active Transportation and Complete Streets	12/30/2020			On scoring methodology, pedestrian lighting may also be considered a comfort element worth scoring, in addition to scoring for safety		While pedestrian lighting may also be considered a comfort element, it is best to leave the methodology as it stands to avoid doubling/skewing points given for lighting.
23	Cuong Trinh	Caltrans - Active Transportation and Complete Streets	12/30/2020			Design standards for future projects to include additional lighting to be erected within any bridge structures/ underpasses (whether it be Metro transit structures such as above ground stations or Caltrans bridge structures) as it appears that existing lighting fixtures are evenly spaced apart, whether it be in the open or beneath I-405 structure.		Comment noted for future project phases if implementation occurs.
24	Cuong Trinh	Caltrans - Active Transportation and Complete Streets	12/30/2020			Design standards for lighting at pedestrian crossings to be located at opposing curb ramps, as well as potential of notification systems, such as RRFB or in-pavement beacons at non-controlled crossings. There doesn't appear to be a light installed on both curbs where the Class 1 bicycle and pedestrian path crosses Haskell Ave., just south of Victory Blvd.		Comment noted for future project phases if implementation occurs.

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PATHWAY MAPS WITH PROJECT SCORING AND COST COMMENTS

Comment #	Reviewer	Reviewer Affiliation	Reviewer Comment Date	Document Section Title	Document Page #	Comments	Closest Intersection or Project Number	Response
25	Cuong Trinh	Caltrans - Active Transportation and Complete Streets	12/30/2020			Design standards for placement and type of speed bumps/ humps/ mumps across all Metro parking lots and access roads, so that those using wheeled devices including bicyclists, scooters and wheelchair users can easily mount (avoiding trip hazard of current rubberized bumps due to lack of transition) or travel around these without having to ride alongside the curb, while still effective for slowing of vehicles		Comment noted for future project phases if implementation occurs.
26	Cuong Trinh	Caltrans - Active Transportation and Complete Streets	12/30/2020			Design standards for curb or greater paint (contrast) separation Class 1 bicycle and pedestrian path, street and lighting fixtures. On pathway network, this applies to path running alongside Haskell Ave. to avoid unintentional roadway intrusion by wheeled users or collision into fixed objects. Also consider paint striping for edge and directional travel on paths, to raise awareness of fixed and moving objects, between pedestrians (and those using other mobility devices) and bicycle, scooter and wheelchair users		Comment noted for future project phases if implementation occurs.
27	Cuong Trinh	Caltrans - Active Transportation and Complete Streets	12/30/2020			On pathway network, suggestion to access parcel adjacent to the station (where LA Fitness is located) via cut-thru path. This may increase comfort of bicyclists and pedestrians traveling east, as they wouldn't be walking next to a busy street (or between a busway and an access road) to access other locations on both sides of Sepulveda Blvd., including LA Fitness, Pep Boys, Costco, restaurants, etc. This specific suggestion would improve connectivity to adjacent land uses and decrease traveling distance by 300' for bicyclists and pedestrians (and up to 500' to the entrance of LA Fitness)		The cut-thru path recommended is on the north side of the LA Fitness Parcel continuing west to connect the access road and existing parking lot. This would allow bicylcists and pedestrians going eastbound to avoid the Sepulveda/Orange Line Busway intersection. This pathway will be considered to see if a cut-though is feasbile through the private LA Fitness parking lot.
28	Cuong Trinh	Caltrans - Active Transportation and Complete Streets	12/30/2020			On pathway network, suggestion to incorporate access points into various portions of Woodley Park/ Sepulveda Basin Wildlife Reserve, so that bicycle and pedestrian path users wouldn't need to travel as far as Woodley Ave.		Access points from the Orange Line Busway or bike path into Woodley Park or otherwise may not be fasible before Woodley Ave due to the existing military grounds and Water Reclamation Plant, and interstate directly in between. This area is also outside the half-mile study radius.
29	Cuong Trinh	Caltrans - Active Transportation and Complete Streets	12/30/2020			Enhancements to pedestrian protection (such as improved fencing) along transit corridors. As for the case of Haskell Ave., to avoid congregation of individuals along the freeway/ ramp embankments or near/ within drainage structures or basins.		This will be considered in the design phase.

APPENDIX A: MASTER COMMENT MATRIX FOR EXTERNAL REVIEWERS
PATHWAY MAPS WITH PROJECT SCORING AND COST COMMENTS

Comment #	Reviewer	Reviewer Affiliation	Reviewer Comment Date	Document Section Title	Document Page #	Comments	Closest Intersection or Project Number	Response
30	Cuong Trinh	Caltrans - Active Transportation and Complete Streets	12/30/2020			Maintenance agreements in place with appropriate jurisdictions to improve perception of safety/ comfort (i.e. graffiti, trash, shopping cart removal)		Comment noted for future project phases if implementation occurs.

CITY OF LOS ANGELES
CALIFORNIA

Seleta J. Reynolds
GENERAL MANAGER

DEPARTMENT OF TRANSPORTATION
100 South Main Street, 10th Floor
Los Angeles, California 90012
(213) 972-8470
FAX (213) 972-8410

ERIC GARCETTI
MAYOR

December 22, 2020

Christopher Moorman
Project Manager
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, California 90012

METRO G (ORANGE) LINE SEPULVEDA STATION FIRST/LAST MILE PLAN REVIEW AND COMMENT

Dear Mr. Moorman:

LADOT appreciates the opportunity to review the Metro G (Orange) Line First/Last Mile Plan. Our comments are captured below. Please reach out to my staff Rubina Ghazarian (rubina.ghazarian@lacity.org) and Alexander Wilkstrom (alexander.wikstrom@lacity.org) should you have any follow up questions.

Suggested Revisions

- Page 2: LADOT's cost estimate for a High Intensity Activated Crosswalk System (HAWK) is $250,000 based on recent expenditures. Metro's cost may be underestimated.
- Update references from the Purple Line to G Line and Wilshire Blvd. to Sepulveda Blvd.
- Page 3: The SWITRS scoring metric may not fully capture safety concerns for Los Angeles. Scoring the projects on Sepulveda as 10 points, even if it includes bike parking, may not fully capture the safety benefits of all the elements in the toolkit. Bicycle infrastructure, like bicycle lanes, have been demonstrated to have a higher safety benefit as compared to bicycle parking and should be weighted as such. The LADOT Vision Zero Safety Countermeasures demonstrate effectiveness of various tools available for improving safety in the public right-of-way. The toolkit can be found at: https://ladotlivablestreets.org/content-landing/Vision-Zero-Safety-Toolkit

Analysis and Outreach Requirements to Reach Final Project Decision

- In accordance with the Mobility Plan 2035 Settlement Agreement, any project that proposes lane reconfigurations must follow mandatory outreach protocols. The details of the settlement can be found here. According to our data, the traffic demands on Sepulveda Blvd qualify it as a

low-volume project. Should the proposed bicycle projects involve any lane reconfiguration, Metro and LADOT must inform the project area City Council office(s), local neighborhood councils, and other identified stakeholders. Furthermore, the project lead must provide a website that allows stakeholders to submit feedback on the project, and distribute a project fact sheet to interested stakeholders. LADOT has experience conducting outreach that follows the process outlined in the settlement during the unprecedented times of the pandemic on several projects, and can collaborate with Metro on future outreach efforts for projects in the public right-of-way.

- In addition to the outreach requirements described in the Mobility Plan 2035 Settlement Agreement, LADOT also requires analysis of roadway reconfiguration projects pursuant to the Lane Reconfiguration Guidelines prior to any final decision on the project. The analysis requirements for lane reconfigurations for corridors that exceed LADOT's volume threshold must follow the assessment procedures for transportation projects as described in Section 3.3 of LADOT's Transportation Assessment Guidelines. You may need to consult LADOT's Transportation Planning Bureau for further guidance of the analysis methodology and timing.

Alignment with LADOT's Mobility Investment Program

- LADOT's Mobility Investment Program (MIP) aims to establish project delivery best practices, identify funding opportunities, improve project engagement and evaluation, enhance inter-agency collaboration, and establish short and long-term capital improvement plans. The LADOT MIP does not contain overlapping funded projects in the area.
- The City of Los Angeles Mobility Plan 2035 is the adopted Transportation Element of the City's General Plan. The Mobility Plan established network hierarchies for designated streets in the City. Sepulveda Blvd is on the Mobility Plan Transit Enhanced Network, prioritizing the corridor for improvements to transit service, as is underway through Metro's NextGen program. Sepulveda Blvd is also designated a Tier 3 priority on the Mobility Plan's Bicycle Network, prioritizing the corridor for improvements such as bicycle lanes and supportive infrastructure. Future planning around roadway design should consider the priorities of the Mobility Plan 2035. If first/last mile plans deviate from the General Plan, those decisions should be discussed with City staff and disclosed as part of the environmental review process.
- This segment of Sepulveda Blvd. is part of the City's High Injury Network (HIN), on which the majority of Los Angeles' traffic injuries and deaths are concentrated. Roadway design decisions and safety countermeasures should be co-designed with LADOT's Vision Zero Division.

Sincerely,

Tomas Carranza

Tomas Carranza
Principal Transportation Engineer

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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metro.net

Metro

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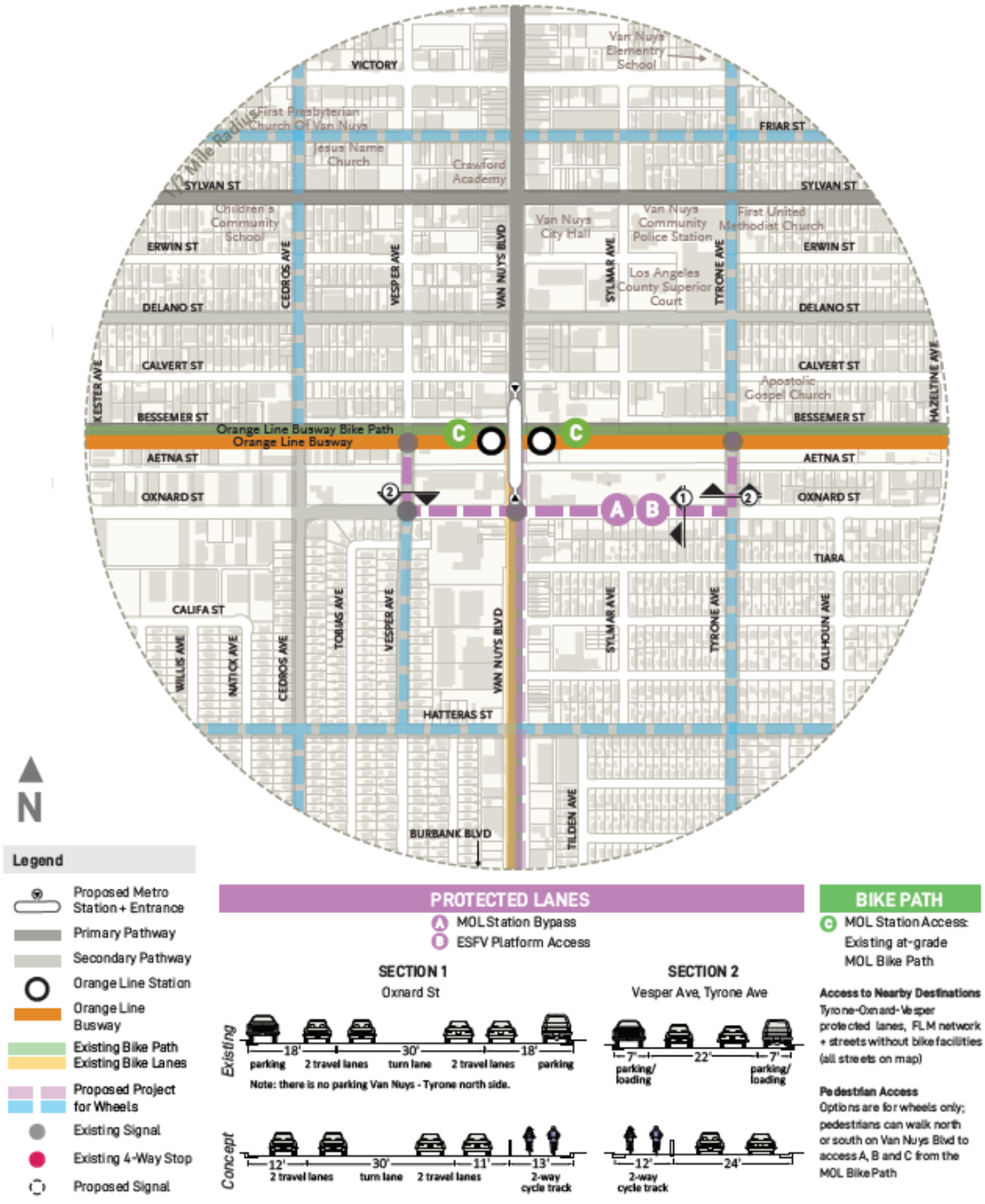
ATTACHMENT B



ATTACHMENT C

Class I Path Preferred Alternative

(subject to coordination with community stakeholders and City of Los Angeles)





Next stop: access to opportunity.

Metro G Line (Orange) Sepulveda Station

First/Last Mile Plan and Bus Rapid Transit Improvements

Planning & Programming Committee

February 17, 2021

Recommendation

CONSIDER:

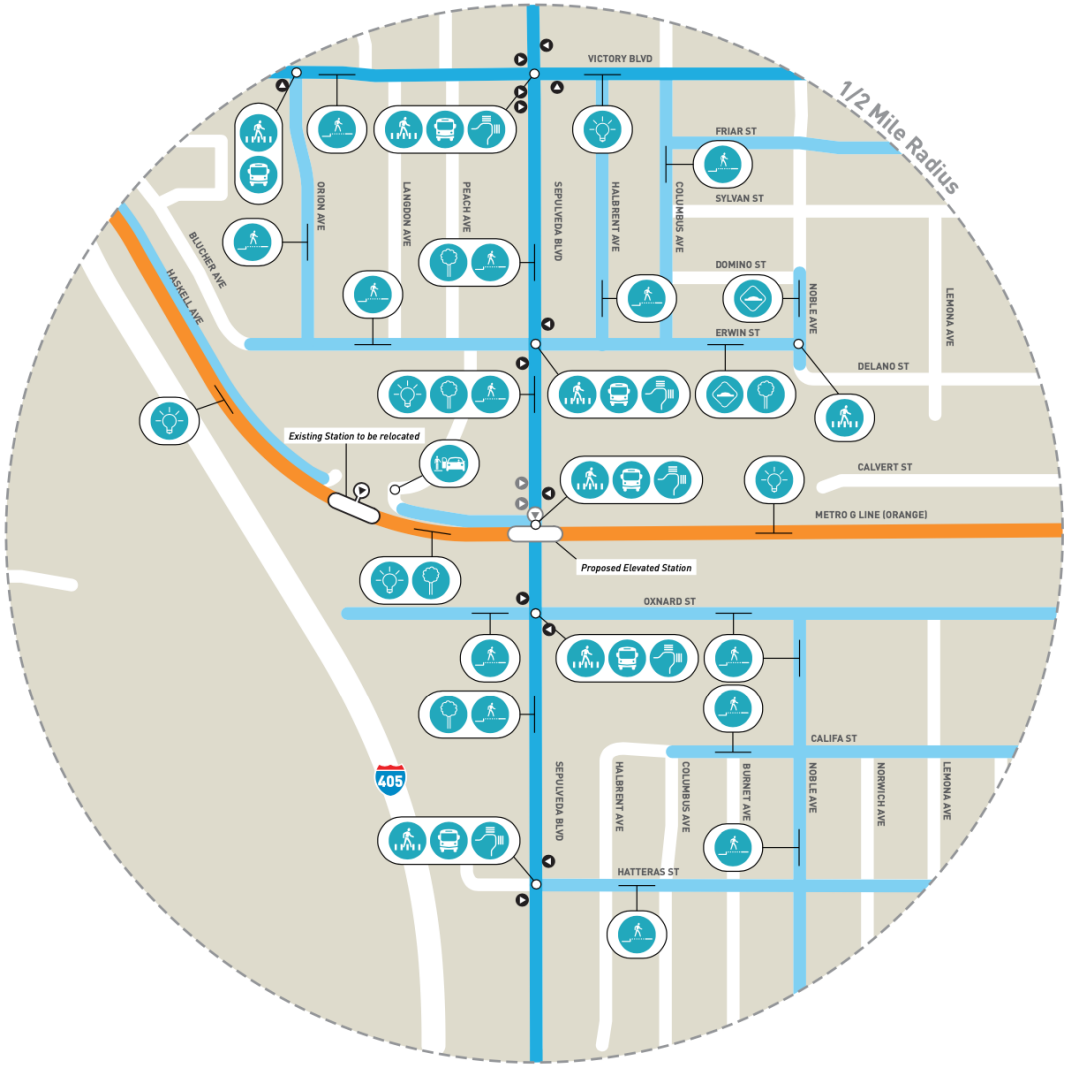
1. ADOPTING the G Line (Orange) Sepulveda Station First/Last Mile Plan;

2. AUTHORIZING the Chief Executive Officer (CEO) to modify the scope of work for the Metro G Line (Orange) Bus Rapid Transit Improvements project (Project) to improve an at-grade Class I bike path in lieu of the grade separated bicycle/pedestrian overcrossing bridges at the proposed Van Nuys and Sepulveda overcrossings; and

3. AUTHORIZING the CEO or his designee to negotiate a grant agreement scope change with the California Transportation Commission (CTC) to ensure state grant funding for the Project is maintained.

Sepulveda Station FLM Plan Overview

- Improve transit riders' experience walking, biking, or rolling (wheelchair, skateboard, scooter)
- ½-mile walking distance and 3-mile biking/rolling distance to the station
- Highlighted safety/access needs leading to implementation opportunities



Pathway Network: Walk Projects

Community Engagement

Survey

- All-virtual, interactive, video tutorial
- English and Spanish
- 532 responses

Getting the word out

- E-Blasts: project database and shared by City of LA
- Targeted to transit riders
- Social media
- Announcements to partners
  - Van Nuys Neighborhood Council
  - SFV COG
  - Valley Industry & Commerce Association
  - SFV Service Council





Metro

New Safety/Access Strategy for G Line

- FLM planning process led to new safety/access strategy for the Sepulveda & Van Nuys Stations and bike path

- Bike/ped bridge concerns:
  - Access to stations/nearby destinations
  - Safety and security
  - Right-of-way impacts
  - Usability/usefulness to transit riders

- Implementation opportunities in lieu of bike/ped bridges:
  - MAT Project (Sepulveda)
  - FLM Plan-identified improvements (Sepulveda & Van Nuys)

Next Steps

- Coordinate with City of Los Angeles on their MAT-funded project
- Report back on applicability of forthcoming FLM Guidelines
- Negotiate with CTC to secure approval of scope change for SB1 funds

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2020-0792, **File Type:** Contract **Agenda Number:** 17.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2021**

SUBJECT: I-10 EXPRESSLANES EXTENSION PROJECT APPROVAL/ENVIRONMENTAL DOCUMENT, CONCEPT OF OPERATIONS, COOPERATIVE AGREEMENT, AND ADVANCED DESIGN CONTRACT AWARD

ACTION: AWARD CONTRACT AND EXECUTE AGREEMENT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a 33-month, firm fixed price Contract No. AE65145000 to Parsons Transportation Group, Inc. in the amount of $23,904,353 for Architectural and Engineering services to produce the I-10 ExpressLanes Project Report, engineering studies, select environmental studies, the Concept of Operations report and advanced design development, subject to resolution of protest(s), if any;

B. EXECUTE a Cooperative Agreement with the California Department of Transportation (Caltrans) to prepare the I-10 ExpressLanes Extension Environmental Document in an amount not to exceed $4,600,000.

ISSUE

The Metro Board previously directed the Congestion Reduction department to initiate planning studies for the conversion of High Occupancy Vehicle (HOV) lanes into High Occupancy Toll (HOT) lanes for those projects within Tier 1 of the ExpressLanes Strategic Plan, adopted in January 2017. The Interstate 10 ExpressLanes Extension (I-10 ExpressLanes Extension) between I-605 and the Los Angeles/San Bernardino County Line is among the Tier 1 projects slated for near term implementation.

The San Bernardino County Transportation Authority (SBCTA) is currently under construction with their I-10 Express Lanes project, which includes two tolled express lanes in each direction between the Los Angeles/San Bernardino County Line and I-15. The two tolled express lanes transition to a single tolled express lane as it approaches the county line. Once completed as currently anticipated in Spring 2023, there will be a gap along I-10 between Metro's and SBCTA's Express Lanes facilities. This Project Approval/Environmental Document (PA/ED) effort will serve to address the gap between the two facilities.

To continue the planning efforts required for I-10 ExpressLanes Extension, professional services are required to support the development of the PA/ED, Concept of Operations and Preliminary Design. During the PA/ED phase, more detailed technical studies, including traffic analysis and an environmental assessment, will be conducted to further refine the information in the Project Study Report-Project Development Support (PSR-PDS) and develop the Project Report, Environmental Document, and Concept of Operations. The acquisition of professional services was delayed in response to the economic impacts of COVID-19.

The I-10 ExpressLanes Extension PA/ED is a collaborative effort between Metro and Caltrans, with Metro responsible for the preparation of the Project Report (PR) and Caltrans responsible for the development of the Environmental Document (ED). The agreement provides $4,600,000 to Caltrans and defines the terms and conditions of the funding as well as the roles and responsibilities of each agency.

BACKGROUND

In November 2014, the Board directed the preparation of a Countywide ExpressLanes Strategic Plan (the Plan) based on the previous success of the I-110 and I-10 ExpressLanes. In January 2017, the Board approved the Plan which screened, organized, and ranked possible ExpressLanes projects in Los Angeles County into three tiers based on time horizon (Tier 1 within 5-10 years, Tier 2 within 15 years, and Tier 3 within 25 years). This project was prioritized as a Tier 1 near-term project. Simultaneously, the Board directed staff to initiate planning studies for the Tier 1 projects listed in the Strategic Plan.

As an initial step, a PSR/PDS for projects in the Tier 1 Network, inclusive of the I-10 ExpressLanes Extension, has been completed.

DISCUSSION

The next phase in the planning process for the I-10 ExpressLanes Extension is the Project Approval & Environmental Document (PA/ED) phase. The PA/ED consists of two components, the Project Report (PR) and Environmental Document (ED). The PR will be prepared by Parsons Transportation Group, Inc. (Parsons) and includes preliminary engineering of the studied alternatives, a traffic report, surveys, mapping, geometric plans, cost estimates and assessment of right of way and utilities needs/impacts. The ED will be prepared by Caltrans in parallel to the PR and will include the reports/analysis required by the California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA), including air quality, noise, hazardous waste, traffic, community, biological, and cultural resource studies.

Additionally, Parsons will develop a Concept of Operations (ConOps) report which will describe and document operating policies, facility design, and tolling infrastructure for the project. This effort will also include several optional tasks including 30% level design development for the preferred alternative, an assessment of various construction methods, a preliminary alternatives screening, and support for the preparation of the California Transportation Commission (CTC) tolling application.

Under this procurement, Parsons will prepare the PR and associated studies, select environmental studies, ConOps, and optional tasks as needed. Caltrans will prepare the Environmental Document and provide review and oversight on the Project Report, as agreed through a Cooperative Agreement.

Because Caltrans is the owner of the state highway system, has in-house expertise to develop the ED, and the authority to approve the ED, preparation of the ED by Caltrans would provide the most efficient method of completing the PA/ED phase of the project. Due to the resources required to complete the ED, Metro intends to provide $4,600,000 to Caltrans for the preparation of the ED.

This funding would be provided through a Cooperative Agreement between Caltrans and Metro. The Agreement defines items such as the Caltrans ED scope of work, Metro's responsibilities, progress reporting, the process for Caltrans receiving funds, and the oversight process. Some of the key provisions in the agreement include: 1) Any additional funds required due to unforeseen scope or schedule changes must be approved by the Board; and 2) If Metro disputes Caltrans expenditures, Metro can send written notice to Caltrans to suspend work until the dispute is resolved.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Strategic Goal 1: Provide high quality mobility options that enable people to spend less time traveling. ExpressLanes provides drivers with the option of a more reliable trip while improving the overall operational efficiency of the freeway network.

FINANCIAL IMPACT

Funds in the amount of $1.3 million needed to conduct this work are available in the FY21 budget in cost center 2220. Because this is a multi-year program, the cost center manager and the Executive Officer, Congestion Reduction, will be responsible for budgeting for future years.

Impact to Budget

Funds for this action will come from toll revenues generated from the existing I-10 ExpressLanes. No other funds were considered for this activity. The toll revenues are not eligible for bus and rail operations and capital projects.

ALTERNATIVES CONSIDERED

The Board could choose not to award this contract. This is not recommended as it would delay the PA/ED phase and jeopardize the overall project completion schedule as necessitated by inclusion in Twenty-Eight by '28 Initiative. Additionally, this alternative is not recommended since the I-10 ExpressLanes Extension Project is a Metro ExpressLanes Strategic Plan Tier 1 prioritized project.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE65145000 with Parsons Transportation

Group, Inc. and will finalize and execute the Cooperative Agreement with Caltrans.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Daniel Tran, Manager, Transportation Planning, Congestion Reduction, 213.922.2313
Mark Linsenmayer, Deputy Executive Officer, Congestion Reduction, 213.922.5569

Reviewed by: Shahrzad Amiri, Executive Officer, Congestion Reduction, 213.922.3061
Debra Avila, Chief Vendor/Contract Management Officer, 213.418.3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

I-10 EXPRESSLANES EXTENSION PROJECT APPROVAL / ENVIRONMENTAL DOCUMENT (PA/ED), CONCEPT OF OPERATIONS, AND ADVANCED DESIGN/AE65145000

1.	**Contract Number**: AE65145000	
2.	**Recommended Vendor**: Parsons Transportation Group, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued : 10/1/2019	
	B. Advertised/Publicized: 10/2/2019	
	C. Pre-Proposal Conference: 10/24/2019	
	D. Proposals Due: 12/2/2019	
	E. Pre-Qualification Completed: 4/23/2020	
	F. Conflict of Interest Form Submitted to Ethics: 2/4/2020	
	G. Protest Period End Date: 2/23/2021	
5.	**Solicitations Picked-up/ Downloaded**: 84	**Proposals Received**: 3
6.	**Contract Administrator**: **Andrew Conriquez**	**Telephone Number**: **213-922-3528**
7.	**Project Manager**: **Daniel Tran**	**Telephone Number**: **213-922-2313**

A. Procurement Background

This Board Action is to approve Contract No. AE65145000 issued to provide the PA/ED, Concept of Operations (ConOps), and Advanced Design for the I-10 ExpressLanes Extension. Board approval of contract award is subject to resolution of any properly submitted protest(s).

This Architectural and Engineering (A&E) qualifications-based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

A pre-proposal conference was held on October 24, 2019. There were 26 people from 16 companies who attended the pre-proposal meeting. There were 17 questions asked and responses were released prior to the proposal due date.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1 issued on October 24, 2019, extended the proposal due date.

A total of 84 firms downloaded the RFP and were included in the plan holders list. A total of three proposals were received on December 2, 2019.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Congestion Reduction Department and Caltrans District 7 was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Project Manager, Key Staff and Subcontractors Qualifications 20 percent
- Firms/Team Qualifications 20 percent
- Work Plan 35 percent
- Project Understanding and Approach 25 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E procurements. Several factors were considered when developing these weights, giving the greatest importance to the Work Plan and Project Understanding and Approach.

This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

On January 6, 2020, the PET completed its independent evaluation of the proposals. All three firms were invited to be interviewed and are listed below in alphabetical order:

1. HDR Engineering, Inc.
2. Jacobs Engineering Group, Inc.
3. Parsons Transportation Group, Inc.

During the week of January 20, 2020, the evaluation committee met and interviewed the firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, the firms elaborated on their experience, their approach to the Project, cost-effective project delivery solutions, and discussed their plan and ability to meet the project schedule.

In addition, each firms' presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience, and ability to coordinate between different public stakeholders.

The acquisition was delayed in response to the economic impacts of COVID-19.

Qualifications Summary of Recommended Firm:

Parsons Transportation Group, Inc.

Parsons Transportation Group, Inc., has been involved with cross disciplinary strategies and solutions across structures, transportation, and environmental projects around the globe. Parsons Transportation Group, Inc., has numerous offices across Southern California offering a range of other services including planning, engineering, environmental, design and freeway corridors.

In their oral presentation, Parsons Transportation Group, Inc. described their experience with developing Concept of Operations (ConOps) for ExpressLanes and numerous PA/ED projects throughout Southern California. They demonstrated how they will manage and assist Metro in engaging and successfully developing relationships with key stakeholders. In addition, Parsons Transportation Group, Inc., has worked on multiple ExpressLane projects, such as the I-605 Corridor Improvement Project, I-405 ExpressLanes in Orange County, and I-15 ExpressLanes in Riverside, and has prior knowledge/experience working on the I-10 ExpressLanes with San Bernardino County Transportation Authority which will connect to the Los Angeles County I-10 ExpressLanes.

Final scoring determined that Parsons Transportation Group, Inc., is the highest qualified firm. Below is a summary of the scores in order of rank:

	Firm	Weighted Average Score	Factor Weight	Average Score	Rank
1	**Parsons Transportation Group, Inc.**				
2	Project Manager, Key Staff, Subcontractors Qualifications	86.33	20.00%	17.27	
3	Firms/Team Qualifications	89.33	20.00%	17.87	
4	Work Plan	84.57	35.00%	29.60	
5	Project Understanding & Approach	88.00	25.00%	22.00	
6	**Total**		**100.00%**	**86.74**	**1**
7	**HDR Engineering, Inc.**				
8	Project Manager, Key Staff, Subcontractors Qualifications	85.17	20.00%	17.03	
9	Firms/Team Qualifications	84,17	20.00%	16.83	
10	Work Plan	83.33	35.00%	29.17	
11	Project Understanding & Approach	82.27	25.00%	20.57	

12	**Total**		**100.00%**	**83.60**	**2**
13	**Jacobs Engineering Group, Inc.**				
14	Project Manager, Key Staff, Subcontractors Qualifications	82.00	20.00%	16.40	
15	Firms/Team Qualifications	81.00	20.00%	16.20	
16	Work Plan	76.19	35.00%	26.67	
17	Project Understanding & Approach	80.27	25.00%	20.07	
18	**Total**		**100.00%**	**79.34**	**3**

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding and negotiation. Staff successfully negotiated a cost savings of $6,309,114 for the agency.

Proposer Name	Proposal Amount	Metro ICE	Negotiated
Parsons Transportation Group, Inc.	$30,213,467	$18,271,774	$23,904,353

The ICE underestimated the level of effort needed to conduct traffic modeling, forecasting, engineering and environmental coordination. Therefore, additional budget and hours were needed to accommodate for a new SCAG Model, full assessment, advanced design and greater coordination between Caltrans and the PA/ED contractor.

D. Background on Recommended Contractor

The recommended firm, Parsons Transportation Group, Inc., is a professional consultancy firm and one of the largest engineering and construction companies with more than 144,000 employees. They have experience with planning, design and construction of more than 8,000 miles of highways and 4,500 bridges throughout the world.

The proposed project manager has over 28 years of experience in transportation planning/design and is a former Deputy District Director of Program Management with Caltrans District 7. With most of the project manager's experience in the Southern California region, the project manager demonstrated an understanding of how to involve local, state, federal and community partners into the PA/ED process. In addition, the project manager has relevant project experience working on the I-605

Capital Improvement Project PA/ED, I-5 North Managed Lanes, and I-10/I-110 ExpressLanes.

Key personnel average over 27 years of experience. Project experience include I-605 ExpressLanes CIP and PA/ED, I-710 South PA/ED, I-5 North Managed Lanes, i-405 ExpressLanes, Caltrans High Desert Corridor and I-10 ExpressLanes for the San Bernardino County Transportation Authority.

DEOD SUMMARY

I-10 EXPRESSLANES EXTENSION PROJECT APPROVAL/ ENVIRONMENTAL DOCUMENT (PA/ED), CONCEPT OF OPERATIONS, AND ADVANCED DESIGN/AE65145000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 20% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Parsons Transportation Group, Inc. made a 20% SBE and 3.03% DVBE commitment.

SMALL BUSINESS GOAL	20% SBE 3% DVBE	SMALL BUSINESS COMMITMENT	20% SBE 3.03% DVBE

	SBE Subcontractors	% Committed
1.	Civil Works Engineers, Inc.	2.88%
2.	Intueor Consulting, Inc.	1.57%
3.	Geo-Advantec, Inc.	1.79%
4.	Guida Surveying, Inc.	3.29%
5.	GPA Consulting	1.49%
6.	NCM Engineering Corporation	6.50%
7.	Q4 Transportation Solutions	0.52%
8.	Tatsumi and Partners, Inc.	0.42%
9.	Value Management Strategies, Inc.	0.24%
10.	Wiltec	1.30%
	Total SBE Commitment	**20.00%**

	DVBE Subcontractors	% Committed
1.	Calvada Surveying, Inc.	1.45%
2.	Brentwod Reprographics	0.11%
3.	MA Engineering	0.32%
4.	OhanaVets, Inc.	1.15%
	Total DVBE Commitment	**3.03%**

B. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department

of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

C. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of $2.5 million.