

Appendix H

Hazards Technical Report



California



Environmental

**ENVIRONMENTAL EVALUATION OF PROPOSED MTA TRANSPORTATION
COMMUNICATION NETWORK (TCN) PROGRAM SITES**

Fifty-Six (56) Locations in Los Angeles County
Los Angeles, California

FOR

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Commonly Used Environmental Acronyms

AST	Above Ground Storage Tank
bgs	Below Ground Surface
CDHSMCL	California Department of Health Services Maximum Contaminant Levels
CHHSL	California Human Health Screening Level
RWQCB-LA	California Regional Water Quality Control Board, Los Angeles Region
COC	Constituent (Chemical) of Concern
DTSC	Department of Toxic Substances Control
FF	Freeway Facing
GW	Groundwater
HASP	Health and Safety Plan
LUST	Leaking Underground Storage Tank
MGP	Manufactured Gas Plant
MtBE	Methyl tertiary-Butyl Ether
mg/kg	Milligrams per kilogram
mg/L	Milligrams per Liter
NFF	Non-Freeway Facing
ppm	Parts Per Million
PAH	Polynuclear Aromatic Hydrocarbons
RSL	Regional Soil Screening Level (EPA)
RAW	Removal Action Workplan
ROW	Right-of-Way
SL	Screening Level
SMP	Soil Management Plan
TAME	Tertiary-Amyl Methyl Ether
TBA	Tertiary-Butyl Alcohol
PCE	Tetrachloroethylene
TPHd	Total Petroleum Hydrocarbons as Diesel
TPHg	Total Petroleum Hydrocarbons as Gasoline
TPHo	Total Petroleum Hydrocarbons as Oil
TCE	Trichloroethylene
UST	Underground Storage Tank
USEPA	U.S. Environmental Protection Agency
µg/L	Micrograms per Liter
µg/m ³	Micrograms per Cubic Meter
VOC	Volatile Organic Compound

1.0 EXECUTIVE SUMMARY

The following report presents the findings of the Environmental Evaluations prepared for the fifty-six (56) subject properties located within Los Angeles County, California. LA Metro proposes to implement the transportation communication network (TCN) Program, which would provide a network of TCN Structures that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, increase communication, and provide for outdoor advertising that would be used to fund new and expanded transportation programs consistent with the goals of the Metro Vision 2028 Plan. Implementation of the Project would include the installation of up to 34 Freeway-Facing (FF) TCN Structures and 22 Non-Freeway Facing (NFF) TCN Structures, all on Metro-owned property. The scope of the study is a modified version of the ASTM E 1527-13 *Standard Practice for Environmental Site Assessments*. The assessment included research of available land use records and other sources for preliminary indications of hazardous material use, storage or disposal at the property. The findings of this study are intended to assist in preparation of CEQA documents for the project. The environmental data obtained is summarized on the enclosed environmental matrix. The data from the matrix forms the basis for categorizing the sites as either high or low risk. High-risk sites are designated based on the potential for the presence of contaminated soil and groundwater beneath the sites within the depth of the future foundation elements. The sites are identified as either freeway facing (FF) or non-freeway facing (NFF). FF sites are anticipated to have foundations extending to depths up to fifty (50) feet below grade. NFF site foundations are expected to extend to thirty (30) feet below ground surface.

The proposed TCN Structures would be located adjacent to freeways and major roadways on Metro-owned properties. The majority of the TCN Structures would be located within commercial/industrial areas, where there is a mix of uses such as manufacturing, warehouse, retail, studios, storage, and surface parking, although some may be near or adjacent to residential uses. Many of the FF sites are unpaved and undeveloped while the NFF locations are mostly covered and improved with pavement such as asphalt or concrete. Site environmental conditions were ascertained through review of California Geologic and Energy Management (CalGEM) data, review of building permit records for the subject or adjacent parcels, and review of environmental assessment reports obtained online from the GeoTracker/Envirostor websites. The available online assessment reports often contained recent depth to groundwater data, groundwater flow directions and measurement of water quality parameters. Some sites or adjacent properties were listed on regulatory database lists, such as the LAFD current and historical UST case files, and in such instances the files were requested if other sources (such as GeoTracker/Envirostor) did not contain the UST information. Some of the environmental reports reviewed contained soil and soil gas assessment data, which helped in understanding the risk at the project sites. Historical topographic maps and historical aerial imagery were also used to assess the historical uses of the proposed TCN locations.

Each of the fifty-six (56) sites were plotted on a Geotracker screen shot depicting the locations of nearby DTSC and LA Regional Water Quality Control Board cases either under current investigation or sites that have received regulatory closure. The associated agency data files (primarily soil/groundwater assessment reports) were obtained and reviewed. The regulatory files, along with the integration of the other assessment data, provide a framework for assignment of a risk category to each project site. All 56-project sites were assigned a risk value of either low or high. Regardless of the risk classification, all future work at the project sites will be governed by a project Soil Management Plan (SMP) and a generic Health & Safety Plan (HASP). The TCN Structures are

anticipated to be installed in a phased approach, and would take approximately four (4) weeks per sign for installation from start to finish. The TCN Structures would be constructed with the use of a drill rig that would drill a hole up to 50 feet in depth on an approximately 10-foot by 10-foot area, depending on soil conditions and size of the digital display. A steel column for the digital display would be placed with a crane and cast in place with concrete. Excavation and placement of the steel column is anticipated to take up to seven (7) work days for the TCN Structures requiring the maximum depth of excavation, however, the majority of the TCN Structures would require approximately half this time to complete these activities. The digital display face(s) would then be assembled at grade and would be lifted by a mobile crane and affixed to the column structure over the course of approximately six (6) working days. Furthermore, minor trenching would be required to install electrical conduit to connect to Los Angeles Department of Water and Power (LADWP). The primary concerns during the project construction will be onsite worker protection, community health and safety, and proper characterization and disposal of soil generated during project construction activities.

Environmental documentation obtained during preparation of this technical report identified a MTA contractor (Kroner Environmental Services, 2012) that prepared an SMP for construction work associated with the Exposition Light Rail Transit Project from Culver City to Santa Monica. The SMP was based on sampling data obtained from the future light rail alignment that follows the historical alignment of the Pacific Electric Railway. The typical contaminants reported by Kroner (as sampled by Converse) within the light rail alignment included primarily fuel related VOCs, TPH/TRPH, lead, arsenic, zinc, copper, and PCBs. Research by CE also identified the presence of chlorinated solvents (PCE/TCE, and breakdown by-products) in soil gas, soil and groundwater near or beneath several of the Site Locations. Oil wells were identified in close proximity to several of the proposed Site Locations and the possibility of underground storage tank(s), likely for fuels, was identified in two locations.

All 56 proposed TCN sites will require implementation of a general Soil Management Plan (SMP)/Health and Safety Plan (HASP) during construction activities. The proposed TCN locations were divided into two groups, either low risk or high risk, based upon the following criteria. Generally, a proposed TCN location is considered low risk if (1) there is no evidence of significant soil contamination at a concentration that would present an immediate health and safety concern, primarily for workers, though, it should be recognized that low concentrations of the primary COC's will likely be present in shallow soil due to the urban and industrial nature of the proposed locations. (2) Groundwater is anticipated to be deeper than the proposed future foundation elements. (3) There were no potential subsurface hazards such as USTs or oil wells identified on or within close proximity to the particular TCN site, and (4) no evidence was obtained to suggest toxic or ignitable vapors would be present (at concentrations that would require worker protection) during excavation activities at the TCN sites. A high-risk site is determined by the presence of one or more of the following conditions. (1) If a potentially dangerous substructure(s) such as USTs or oil wells are present on or within close proximity to the site. (2) If there is a likely presence of elevated concentrations of COC's that would typically include: TPHv, PAHs, lead, arsenic, and VOCs. (3) The likely presence of COCs above risk-based contaminations in groundwater shallower than potential depth of excavation, and (4) the likely presence of toxic or ignitable vapors (above concentrations requiring worker protection) during drilling excavation of future foundations. It should be recognized that all sites should be cleared of subsurface utilities using appropriate methodologies and in compliance with regulatory requirements.

The primary COCs likely to be encountered at all sites include TPHg, TPHd, TPHo, arsenic, lead, chromium, and PAHs. High-risk sites are known to also contain solvent hydrocarbons (primarily PCE/TCE and breakdown by-

products) and gasoline. Site-specific health/safety, soil management and soil handling protocols for all sites will be provided under separate cover in the SMP/HASP.

All fifty-six (56) TCN sites will require specific mitigation measures determined by the Site Location's designation of low-risk, high-risk with the potential for soil/GW impacts, or high risk due to the presence of suspect oil wells or USTs. Thirty-seven (37) of the 56 Site Locations were identified as low-risk. These thirty-seven low-risk sites require a SMP/HASP, and a geophysical evaluation for utilities. Nineteen (19) of the Site Locations were identified as high risk. Of the nineteen (19) high-risk sites, fifteen (15) of the sites were identified as high-risk sites with potential for soil/groundwater impacts and should be sampled during the geotechnical testing activities. The remaining four (4) high-risk sites were identified as sites in proximity to suspect oil wells or USTs located on the parcels. These four sites will require enhanced geophysical evaluation for USTs and oil wells.

2.0 INTRODUCTION

The following report presents the findings of the Environmental Evaluation prepared for the fifty-six (56) subject properties located within Los Angeles County, California. The scope of the study is a modified version of the ASTM E 1527-13 *Standard Practice for Environmental Site Assessments*. The assessment included research of available land use records and other sources for preliminary indications of hazardous material use, storage or disposal at the property. The findings of this study are intended assist in preparation of environmental CEQA documents for the project. The output of this study is an environmental matrix that summarizes the research effort for each of the project sites. The data from the matrix forms the basis for categorizing the sites as either high or low risk. High-risk sites are designated based on the potential for the presence of contaminated soil and groundwater below the Site Locations within the depth of excavation for the placement of the TCN Structures, the presence of potentially dangerous substructures (USTs, oil wells), or the likely presence of toxic/ignitable vapors during drilling excavation at future foundations. The project includes construction of transportation communication network (TCN) structures (essentially pole-mounted digital signs) located on MTA property. The Site Locations are identified as either freeway facing (FF) or non-freeway facing (NFF). FF sites are anticipated to have foundations extending to depths up to fifty (50) feet below grade, depending on soil conditions. NFF site foundations are anticipated to extend to thirty (30) feet below ground surface, depending on soil conditions. Removal of up to 200 static display signs is also a component of the project, but was not evaluated as part of this report, as take down activities would require minimal surficial grading activities and would be in compliance with state and local regulatory requirements.

The independent conclusions represent California Environmental's (CE) professional judgment based on the conditions that existed and the information and data available during the course of the study. Factual information regarding operations, conditions, and test data provided by the client, the owner or their representatives have been assumed to be correct and complete. This report includes **CONCLUSIONS AND RECOMMENDATIONS**, which together with the remainder of this report are subject to the **NOTICE** at the end of the report. **This report was prepared for the sole use and reliance by the client as identified on the title page of this report. Use of this report by other entities is expressly forbidden unless the client and CE grant permission.**

The scope of work included:

- Review of building permits on file with the city of Los Angeles Department of Building and Safety.
- A review of underground storage tank files and industrial waste records maintained by the City of Los Angeles Fire Department Underground Storage Tank and Hazardous Materials Divisions.
- Review of historical USGS topographic maps.
- Review of files maintained by California Environmental Protection Agency, Department of Toxic Substances Control to review their files.
- Review of files maintained by California Environmental Protection Agency, Los Angeles Regional Water Quality Control Board to review their files.
- Review of oil well records maintained by the Geologic Energy Management Division.
- Review of the City of Los Angeles – Zone Information and Map Access System (ZIMAS) database.
- Review of Los Angeles County Landfill Maps.
- Review of previous environmental reports prepared by others and available online on the GeoTracker/Envirostor websites.
- Review of historical imagery available from Google Earth.
- Preparation of this report.

3.0 SITE EVALUATIONS

The following site evaluations summarize the environmental conditions of each proposed Site Location for the TCN Structures. Site environmental conditions were ascertained through review of California Geologic and Energy Management data (CalGEM), review of building permit records for the subject or adjacent parcels, and review of environmental assessment reports obtained online from the GeoTracker/Envirostor websites. The available online assessment reports often contained recent depth to groundwater data, groundwater flow directions that are associated with water quality measurements. Some Site Locations or adjacent properties were listed on regulatory database lists (listed impacted sites), such as the LAFD current and historical UST case files, and in such instances the files were requested if other sources (such as GeoTracker/Envirostor/Cortese Lists). Historical site use data was also gleaned from USGS topographic maps and historical air photos. All 56 Site Locations were plotted on the combined GeoTracker/Envirostor website to locate the properties relative to known impacted properties. The Site Locations were plotted with a 1,000-foot buffer to include listed contaminated sites. Listed impacted sites beyond 1,000 feet do not pose a threat to soil or groundwater contamination at a Site Location. The proposed Site Locations are shown on **FIGURES 1-56**. The environmental reports and building permits associated with the Site Locations or nearby properties can be viewed or downloaded using the link in **APPENDIX II**. The summary table of the site environmental evaluations, the TCN Sites Environmental Matrix, are attached in **APPENDIX I**.

The proposed TCN locations were divided into two groups, either low risk or high risk, based upon the following criteria. Generally, a proposed TCN location is considered low risk if (1) there is no evidence of significant soil contamination at a concentration that would present an immediate health and safety concern, primarily for workers, though, it should be recognized that low concentrations of the primary COC's will likely be present in shallow soil due to the urban and industrial nature of the proposed locations. (2) Groundwater is anticipated to be deeper than the proposed future foundation elements. (3) There were no potential subsurface hazards such as USTs or oil wells identified on or within close proximity to the particular TCN site, and (4) no evidence was obtained to suggest toxic or ignitable vapors would be present (at concentrations that would require worker protection) during excavation activities at the TCN sites. A high-risk site is determined by the presence of one or more of the following conditions. (1) If a potentially dangerous substructure(s) such as USTs or oil wells are present on or within close proximity to the site. (2) If there is a likely presence of elevated concentrations of COC's that would typically include: TPHv, PAHs, lead, arsenic, and VOCs. (3) The likely presence of COCs above risk-based contaminations in groundwater shallower than potential depth of excavation, and (4) the likely presence of toxic or ignitable vapors (above concentrations requiring worker protection) during drilling excavation of future foundations. It should be recognized that all sites should be cleared of subsurface utilities using appropriate methodologies and in compliance with regulatory requirements.

3.FF01 – 101 N Lanes at Union Station

Topographic maps for the property are available from 1894 to 2022. The 1894 map shows the surrounding area undeveloped and the Los Angeles River west of the property. Residential dwellings were located near the subject property. Railroads (N/S alignments) are present on the east and west sides of the LA River banks. A railroad with an E/W alignment is located north of the Site Location. The

subject site appears in an area of industrial development in the 1928 map along with a N/S railroad spur. The 1953 topographic map shows the railroad yard to the east of the Site Location with Union Station to the west of the Site Location. Oil and MGP tanks are located to the east, southeast, and northeast of the Site Location. Aerial photos for the property are available from 1994 through 2021. As indicated on the aerial photos from 1979, the nearby 101, 11 and 5 Freeways can be seen. Aerial imagery indicates the area of the site has remained paved and used as public parking from 1994-2021.

Tetra Tech prepared a Removal Action Completion Report in February 2007 for Aliso Street Sector A East Parcel (Former MGP Site, located 928 feet to the east) which includes DTSC's notice that groundwater at the Aliso Street/Former MGP site is contaminated with petroleum hydrocarbons, polynuclear aromatic hydrocarbons, VOCs, vinyl chloride, metals and cyanide. In January 2017 the DTSC prepared a Land Use Covenant and Agreement Environmental Restrictions for the Aliso Sector A Denny's Parcel located approximately 928 feet east. The DTSC agreement states contaminants that remain on the Denny's property include PAHs, naphthalene, TPH-gasoline and TPH-diesel.

FF01- Risk Designation: The Site Location is not a listed impacted property and is not adjacent to a listed impacted property. However, the site is adjacent to a long-term historical railroad right-of-way (ROW) which may contain impacted groundwater. During construction, the proposed excavation will likely encounter potentially impacted groundwater as the depth to groundwater is estimated at 36 feet. Therefore, the Site Location is considered high risk. Accordingly, Mitigation Measures HAZ-MM 1 and HAZ-MM 2 are proposed below.

3.FF02 – 101 S Lanes at Center Street

Topographic maps for the property are available from 1894 to 2021. The 1894 map shows the railroads (N/S alignments) present on the east and west sides of the LA Riverbanks. Residential dwellings surround the Site Location. By 1928 there is further commercial development surrounding the Site Location. The 1953 map shows three gas tanks south of the Site Location and several oil tanks north of the site (south of Macy St.) Union Station is located northwest of the Site Location. Aerial photographs for the property are available from 1985 through 2021. The 1994 photo shows two large buildings located on the property.

The EPA and WQCB Underground Storage Tank Case Review Form for 801 E Commercial Street (2002), located on the Site Location, details the installation in 1941 of a 550-gallon single-walled steel gasoline underground storage tank through the UST's removal. Soil samples from 1987 show elevated concentrations of TPH, the highest 581 mg/kg. In 2002, soil borings indicated low levels of TPH concentration, the highest at 132 mg/kg. The UST was already removed from the site and the contaminated soil was excavated and hauled away. Therefore, there is no future source of contamination at the Site Location

FF02- Risk Designation: The Site Location, is not a listed impacted property (as indicated on GeoTracker) and is also adjacent to a listed impacted property. The subject property had a release from an underground storage tank that was remediated, but residual contamination remains. The subject property is also adjacent to the nearby MGP remediation zone, under the jurisdiction of the DTSC. Regional soil and groundwater contamination exist onsite and nearby. During construction, the proposed excavation will likely encounter impacted groundwater as the depth to groundwater is estimated at 40 feet. Therefore, the Site Location is considered high risk. Accordingly, Mitigation Measures HAZ MM-1 and HAZ MM-2 are proposed below.

3.FF03 – U.S. 101 N Lanes at Keller Street

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows the area surrounding the subject property undeveloped. In the 1928 map, there is increased development and the Los Angeles River adjacent to the property. The 1953 map shows the adjacent 101 freeway and Alameda Street. Aerial photos for the property are available from 1994 through 2021. Aerial photos from 1994 show the property alongside the rectangular and L-shaped buildings that remain through the 2021 photos.

Tetra Tech prepared a Remedial Investigation Report in 2006 for the Piper Technical Center, located approximately 79 feet west of the subject site that borders the former Aliso St. MGP Sector B Site. Following the demolition of the MGP/butadiene facilities in the early 1950s, the Piper Center was built, a vehicle maintenance shop that included fuel-storage and USTs. The building on the eastern part of the property contained a warehouse and mechanical room. By 1915, Sector B included two large oil tanks, a blacksmith and machine shop, a briquette-making machine and storage yard. In the 1920's a gas-holder, purifiers, oil scrubbers and exhaust house were added to Sector B. In 1942, the Aliso Street MGP facilities were used for the production of butadiene. In 1999, 13 USTs of 19 were removed and one AST, 2 waste oil sumps and 2 fuel-dispensing islands were also removed. In 1997, approximately 59 tons of soil was removed prior to installation of a clarifier. Samples showed the stockpiled soil showed elevated TPH hydrocarbons (1,210 mg/kg.) In 2000 to 2001 16 soil borings and 13 wells were installed adjacent to the UTS locations. In 2011, Tetra Tech prepared a RACR to remove contaminated soils from the Site to restore it to a state that would be appropriate for commercial and industrial land use. The excavation sites were located in Sector D nearby the FF03 property. The removal restores the accessible areas of Sector D to be acceptable for commercial and industrial land use.

FF03- Risk Designation: The Site Location borders a listed impacted site, Sector B of the former MGP site. Through the nearby site received DTSC closure for near-surface soil, the DTSC Partial Site Certification for Soil Letter (October 10, 2007) indicates that groundwater is contaminated with petroleum hydrocarbons, poly-nuclear aromatic compounds, VOC's, vinyl chloride, metals, and cyanide. During construction, the proposed excavation will likely encounter impacted groundwater as the depth to groundwater is estimated at 31 feet. Therefore, the Site Location is considered high risk. Accordingly, Mitigation Measures HAZ MM-1 and HAZ MM-2 are proposed below.

3.FF04 – U.S. 101 S Lanes at Beaudry Street

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows the Los Angeles River east of the subject property. The 1953 map shows several oil wells west of the property and the 101 Freeway north of the property. Aerial photos for the property are available from 1989 through 2021. Aerial photos from 1989 through 2008 indicate the property to be an unpaved lot until 2009 when it was paved and used for bus parking.

FF04- Risk Designation: While the Site Location is not a listed impacted property and there are no listed impacted sites within 1,000 feet, the Site Location is considered to be within the high-risk category due to the presence of an oil well (as indicated on CalGEM) within 180 feet. Additionally, depth to groundwater is estimated at 31 feet. Accordingly, Mitigation Measures HAZ MM-1 through HAZ MM-3 are proposed below.

3.FF05 – US 101 North Lanes, Northwest of Lankershim Boulevard

Topographic maps for the property are available from 1894 through 2022. The 1901 map shows the Cahuenga Pass south of the FF05 property. In 1926, the railroad can be seen north of the Cahuenga Pass (N/S alignment). In 1953, further development in the area can be seen by Universal International Studio and the 101 Freeway. Aerial photos for the property are available from 1989 through 2021. Aerial photos show in 1994 the property as a dirt lot. In 2002, part of the property was paved for bus parking as the Universal/ Studio Station is stationed in the north-east corner of the lot.

At the Chevron Station, located at 3780 Cahuenga Blvd. (246 feet south of the Site Location) groundwater-monitoring wells were used to evaluate petroleum hydrocarbon concentration in the soil and groundwater. In May 2009, the 24 soil samples taken indicated low concentration of TPH-GRO, benzene, MTBE, and TBA at maximum concentrations of 0.73 mg/kg, 0.002 J mg/kg, 0.026 mg/kg, and 0.29 mg/kg respectively. The case closed in 2009, and the well abandonment report was published in 2010.

Enviro-Sciences prepared a RAW for the Sheraton Hotel, located approximately 1000 feet east of the Site Location. The RAW states the presence of PCE and TCE above CDHSMCL from the Sheraton Hotel property. The restoration involved removal of the system and did not entail any excavation or disruption to the site. By 2022, the Enviro Sciences status update indicates an approximately 98% reduction in PCE in soil gas. If PCE levels in soil gas are confirmed to be below USEPA RSL's, the need for system operation will expire.

FF05- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of several listed impacted properties. During construction, the proposed excavation will likely encounter impacted groundwater as the depth to groundwater is estimated at 12 feet. Therefore, the Site Location is considered high risk. Accordingly, Mitigation Measures HAZ MM-1 and HAZ MM-2 are proposed below.

3.FF06 – I-5 South Lanes at North Avenue 19

Topographic maps for the property are available from 1894 through 2022. As indicated on the 1894 topographic map, the site is located east of the Los Angeles River and the railroad (N/S alignment) and west of the Glendale Railroad (NW/SE alignment.) Increasing commercial development surrounding the property can be seen in the 1928 topographic map. Aerial photos for the property are available from 1994 through 2021. Aerial photos from 1994 show the property on the railroad right-of-way.

The Defense Environmental Restoration Program describes in the Categorical Exclusion and Ineligible Findings Form, 687 feet southwest of the property, a plant owned by the National Aircraft Equipment Company was used for war production beginning in 1943 and terminated in 1946. Machinery and equipment forged aluminum.

FF06- Risk Designation: The Site Location is not a listed impacted property, but is however located on a long-term railroad ROW and nearby a former chrome plating facility located within 1,000 feet of the Site Location. During construction, the proposed excavation will likely encounter impacted groundwater as the depth to groundwater is estimated at 40 feet. Therefore, the Site Location is considered high risk. Accordingly, Mitigation Measures HAZ MM-1 and HAZ MM-2 are proposed below.

3.FF07 – I-5 North Lanes at San Fernando Road

Topographic maps for the property are available from 1894 through 2022. As indicated on the 1894 map, the property is located in between the Los Angeles River and R.R Glendale Branch. Aerial photos are available from 1994 through 2021. The 1994 aerial photograph shows the property on the railroad right-of-way

In June 1998, Wayne Perry, Inc. prepared a soil sampling report for soil sampling of a UST, located over 1,000 feet east of the FF07 property. TPH-g was detected at 940 mg/kg, benzene at 1.2 mg/kg, toluene at 59 mg/kg, ethylbenzene at 21 mg/kg, total xylenes at 130 mg/kg. The highest total lead was detected at 84.2 mg/kg. Groundwater monitoring wells were installed in August of 2001. The Wayne Perry October 2004 Monitoring Report requests site closure as MTBE concentrations in samples from wells had decreased over time. Benzene had not been detected since 2001 along with toluene, ethylbenzene and total xylenes.

FF07- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of a listed impacted property. During construction, the proposed excavation will likely encounter groundwater as the depth to groundwater is estimated at 50 feet. Further,

groundwater flows southerly and would flow away from the Site Location and therefore contamination from nearby listed impacted properties would not occur. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measures HAZ MM-1 is proposed below.

3.FF08 – I-5 South Lanes and Exit Ramp to I-10

Topographic maps for the property are available from 1894-2022. The 1894 map shows residential dwellings surrounding the property. The property remains in a similar state until 1928 where the Pacific Electric railroad can be seen south of the property in an E/W alignment. The 1966 topographic map shows the presence of the 10 and 5 freeway crossing at the property. Aerial photographs for the property are available from 1994 to 2021. The 1994 aerial photograph indicate the property unoccupied with commercial buildings to the west and residential dwellings to the east. The property sits in between the 5 and 10 freeway adjacent to the 101 Freeway overlap.

TRC prepared a report in 2006 for monitoring well installation report for the LAC MTA Division 10 Site, located 1,000 feet west of the subject property. The report finds that naturally occurring petroleum hydrocarbons exist in the subsurface in shallow bedrock materials in the vicinity of the new monitoring wells. In 2013, the Los Angeles Regional Water Quality Control Board determined that the case met low threat criteria that would qualify it for case closure. URS prepared a remediation report for the adjacent medical center replacement project in 2008 which details contamination, which was presumed to be the result of a previously leaking UST. The location was excavated. Residual soil contamination does not appear to pose a threat to groundwater quality.

FF08- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of a listed impacted property. Further, the Site Location is considered in the low-risk category since the impacted properties within 1,000 feet are designated as a low threat to groundwater because residual soil contamination during excavation does not appear to pose a threat to groundwater quality. Additionally, depth to groundwater is estimated at 13 feet. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF09 – I-10 West Lanes (Bus Yard)

Topographic maps for the property are available from 1894 through 2022. The 1894 topographic map residential dwellings surrounding the property. The 1928 map shows the Pacific Electric Railroad split into the N/S alignment and E/W alignment by the subject property. By 1959 the San Bernardino freeway can be seen south of the property. The 5 and the 10 Freeways can be seen east of the property in the 1966 topographic map. Aerial photos for the property are available from 1994 through 2021. The 1994 aerial photo shows Metro Division 10 yard and the San Bernardino Freeway and Bus way south of the property.

In November 2013, TRC prepared a Groundwater Monitoring Well Abandonment for Site Closure Report. The Metro Division 10 Facility contained 12 UST at the time of the 2013 and had previously contained 14 USTs that were removed between the years 1997-1998. TRC abandoned 14 existing monitoring wells onsite following the Department of Water Resources procedures.

During CE's review of the Cortese lists, Site Location FF09 (742 N Mission Road 90033), was identified on the RWQCB LUST list. The location of the UST leak at the Metro Division 10 Maintenance Yard is approximately 1000 feet to the east of the proposed FF09 location. This LUST case was closed by the LARWQCB in July 2013. Minor impacts to groundwater were found near the UST location in 2012, with a northerly groundwater flow direction.

FF09- Risk Designation: The Site Location is a listed impacted property (found on the RWQCB LUST list, an associated Cortese list), due to a release from the UST located on the Metro Division 10 Maintenance Yard. Depth to groundwater at this Site Location is estimated at 13 feet. However, groundwater on the Site Location flows in a northerly direction and, therefore contamination from nearby listed impacted properties would not occur.. The Site Location is therefore considered in the low-risk category. Accordingly, Mitigation Measures HAZ MM-1 is proposed below.

3.FF10 – I-10 West Lanes and Entrance Ramp from I-5

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows the property east of the Los Angeles Terminal Railroad San Pedro (N/S alignment). The 101 Freeway can be seen to the east of the property in the 1953 map. Additionally, Route 26 can be seen south of the property (E/W alignment). In 1966, the 60 Freeway is present east of the property. Aerial photographs for the property are available from 1994-2021. The 1994 aerial photograph shows the property by the I-10 west as it diverges from the vicinity of the 5, 101 and 60 Freeways.

DTSC's January 2018 Review of Preliminary Endangerment Assessment Equivalent Report and Further Action Determination, approximately 1,000 feet north west of the subject property and west of the Los Angeles River, describes contaminant concerns for PCBs, TPH-d and chromium. A limited excavation was performed in August 2016. In June, 2020 the DTSC determined that the location was suitable for commercial and industrial use and underground storage tanks were removed.

FF10- Risk Designation: The Site Location is not a listed impacted property and is not located within 1,000 feet from a listed impacted property. The Site Location is considered in the low risk category due to the deep depth to groundwater which is estimated at 197 feet, as well as its distance to a listed impacted property. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF11 – I-10 East Lanes and Exit Ramp to SR-60 and I-5

Topographic maps for the property are available from 1894 through 2022. The 1894 map indicates the subject property in an undeveloped area and east of the Los Angeles Terminal R.R. San Pedro. The 1928 map shows more residential dwellings and commercial development surrounding the property and the Union Pacific railroad southwest of the property (N/S alignment). The 1953 topographic map shows the 101 Freeway north of the property and the Route 26 south of the property. The 10 and 60 Freeways can be seen north of the subject property. Aerial photographs are available from 1994 to 2021. In the 1994 image, the property can be seen south of the 10-Freeway and the Los Angeles River is located to the west of the property.

FF11- Risk Designation: The Site Location is not a listed impacted property and is not located within 1,000 feet from a listed impacted property. The Site Location is placed in a low risk category due to the deep depth to groundwater, estimated at 132 feet, as well as its distance to a listed impacted property. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF12 – I-10 West Lanes at Griffin Avenue and East 16th Street

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows some development in the vicinity of the property. Conditions remain similar until 1928 where there is more commercial development. The 10 Freeway is shown on the 1966 topographic map. Aerial photos from 1989 indicate the property as used for parking. The property remains in similar conditions through 2022.

Building permits for the property were obtained from the City of Los Angeles Department of Building and Safety online database. For the 1515 S Griffith Ave 90021 address, located approximately 215 feet from the Site Location, two building permits are available. The first permit is for demolition in 1963 for the 1-story building. The second permit is from 1986 for the 1-story building.

In December 2000, the DTSC prepared a Covenant to Restrict Use of Property and Environmental Restriction for the north side of East 15th Street, 787 East 15th Street 90021-2121, located approximately 449 feet northwest of the FF12 property. The human health screening evaluation concludes that the property once remediated would be acceptable for human health in a commercial or industrial use.

CH2M Hill prepared a closeout report for LA County Metropolitan Transportation Authority in December of 2005 for the UST Removal, located approximately 849 feet northwest of the property. Ten soil samples were collected along the piping trenches. The highest concentrations detected for TPH-G, TPH-D, and TPH-M were 2.7 mg/kg, 10,000 mg/kg, and 19,000 mg/kg respectively. In November of 2014, low-threat UST closure was issued by the State of California State Water Resources Control Board.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

FF12- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of a listed impacted property. During construction, the proposed excavation will not likely encounter impacted groundwater as the depth to groundwater is estimated at 243 feet. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF13 –SR-2 South Lanes Northeast of Casitas Avenue.

Topographic maps for the property are available from 1894 through 2022. As indicated in the 1894 map, the site is located to the west of the Terminal Railroad (NW/SE alignment). There is little development surrounding the site. By 1953 the property is located nearby the 2 Freeway.

In May 2022 Terraphase Engineering prepared an off-site groundwater Investigation Report for 3191 Casitas Ave. located approximately 805 feet northwest of the FF13 property. The report included drilling 3 borings to collect groundwater samples south and southwest of the site. Two potentially site related COPCs were detected in the off-site groundwater borings. This included 1,4-Dioxane at 1.0 ug/L and 1,1-DCE at a highest of 6.0 ug/L

In July 2008 Stantec prepared a Baseline Site Assessment report for the Chevron Station located at 3100 North San Fernando Road, approximately 900 feet northeast from the Site Location. In 1999, assessment field activities conducted indicated that the environmental case was opened for release of hydrocarbons that affected "soil-only."

FF13- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of several listed impacted properties. During construction, the proposed excavation will likely encounter groundwater impacted with solvents as the depth to groundwater is estimated at 45 feet. Therefore, the Site Location is considered in the high risk category. Accordingly, Mitigation Measures HAZ MM-1 and HAZ MM-2 are proposed below.

3.FF14 – SR-2 North Lanes Northeast of Casitas Avenue

Topographic maps for the property are available from 1894 through 2022. The 1894 topographic map shows the property east of the railroad (N/S alignment.) By 1928, residential dwellings, commercial, and industrial development have increased surrounding the property. In the 1953 topographic map, the 2 Freeway can be seen north of the property. The 1966 map shows a railroad yard south of the

property and the Los Angeles River to the west of the subject property. Aerial photos for the property are available from 1994 through 2021. In the 1994 photo, the railroad ROW and 2 (Glendale) Freeway can be seen south of the property.

The Union Pacific Railroad-Taylor Yard, a TPH/lead clean-up location, is located approximately 771 feet south of the Site Location. The California Water Quality Control Board published in December of 2003 that the site does not have any further requirements.

FF14-Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of several listed impacted properties. During construction, the proposed excavation will likely encounter groundwater impacted with solvents as the depth to groundwater is estimated at 45 feet. Therefore, the Site Location is considered in the high risk category. Accordingly, Mitigation Measures HAZ MM-1 and HAZ MM-2 are proposed below.

3.FF15 – SR-170 South Lanes at Raymer Street

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows minimal development surrounding the Site Location. By 1904 more streets appear surrounding the Site Location along with the Southern Pacific Railroad south of the site in an E/W alignment. The 1921 map shows the Pacific railroad right-of-way south of the Site Location in a NW/SE alignment. In 1953 a gravel pit is present to the east of the Site Location, where the Hewitt landfill would reside. By 1966 there is more industrial development along with the 170 freeway east of the property. Aerial photos for the property are available from 1989 through 2021. The aerial photo from 1989 shows the railroad ROW and the 170 Freeway.

Building permits for the property were obtained from the City of Los Angeles Department of Building and Safety online database. For 7300 N Bellaire Ave. 91605, the April 2008 Certificate of Occupancy indicates the use of the land.

Antea Group prepared an Assessment Report for the Former Keystone Plating, Public Storage Facility located on 12510 Raymer Street, approximately 226 feet south of the Site Location. Eight soil vapor probes were installed. Additionally, soil samples were obtained at 5 feet and 15 feet deep from the boring locations. Barium was detected at a maximum concentration of 88.5 mg/kg. Cadmium, cobalt, copper, lead, and molybdenum were also detected at low concentrations between 15 and 25 feet deep. In soil vapor, benzene was detected at a maximum concentration of 0.11 ug/L at 15 feet bgs. PEC and helium LLC were also detected at 5 feet bgs and 25 feet bgs respectively. The results from the soil samples found concentrations below the RSL and/or OEHHA CHHSLs screening levels. In July 2017, the LARWQCB issues a No Further Requirements for Soil Only for the 12510 Raymer Street site.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles.

CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

FF15- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of a listed impacted property. During construction, the proposed excavation will not likely encounter impacted groundwater as the depth to groundwater is estimated at 275 feet. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF16 – SR-170 North Lanes North of Sherman Way

Topographic maps for the property are available from 1894 through 2022. The 1894 topographic map shows minimal development surrounding the property. The 1920 map shows the Pacific railroad south of the property in a NW/SE alignment. In 1953 a gravel pit can be seen east of the property, where the Hewitt landfill would reside. The 170 Freeway can be seen in the 1966 map west of the property. Aerial photos are available from 1989 through 2021. The 1989 aerial photo indicates the property on the railroad right-of-way. The 170 Freeway is located in proximity to the property. Conditions remain similar through 2021.

The Environmental Restriction from 2012 details the Land Use Restriction for the Hewitt Landfill and Land Use Restrictions adjacent to the FF16 property. The Hewitt Landfill is a closed landfill. Certain Hazardous Materials may exit beneath the surface of the site as a result of the prior use of the site as a landfill. The Hewitt Landfill site shall only be used for above-ground storage operations. Prohibited activities include penetration, excavation or investigation of the site below surface grade. Additionally, any construction or placement of a structure or equipment is also prohibited. Property FF16 lies on the railroad ROW just south of the Hewitt Landfill borders. The Hewitt Landfill does not encroach onto Site Location FF16. Soil and groundwater contamination may exist under the landfill but does not exist on Site Location FF16. Additionally, a gas, control system (methane) is installed and operational on the Hewitt Landfill site.

Antea Group prepared an Assessment Report for the Former Keystone Plating, Public Storage Facility located on 12510 Raymer Street, approximately 635 feet south of the Site Location. Eight soil vapor probes were installed. Additionally, soil samples were obtained at 5 feet and 15 feet deep from the boring locations. Barium was detected at a maximum concentration of 88.5 mg/kg. Cadmium, cobalt, copper, lead, and molybdenum were also detected at low concentrations between 15 and 25 feet deep. In soil vapor, benzene was detected at a maximum concentration of 0.11 ug/L at 15 feet bgs. PEC and helium LLC were also detected at 5 feet bgs and 25 feet bgs respectively. The results from the soil samples were below RSL and/or OEHHA CHHSLs screening levels. In July 2017, the LARWQCB issues a No Further Requirements for Soil Only for the 12510 Raymer Street site.

FF16- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of a listed impacted property. During construction, the proposed excavation will not likely encounter impacted groundwater as the depth to groundwater is estimated at 225 feet. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF17 – I-5 North Lanes South of Tuxford Street

Topographic maps for the property are available from 1894 through 2022. The 1894 Topographic map shows the Southern Pacific R.R. south of the Site Location in a NW/SE alignment. The 1926 map shows an increase in residential dwellings in the surrounding area. In the 1942 map, Tuxford Street and San Fernando intersection can be seen west of the property. By 1966, the 5 Freeway is present south of the property. Aerial photos are available for the property from 1994 through 2021. The 1989 photo shows the property by the railroad right-of-way north of 5 Freeway and south of Tuxford Street. In 2002, there is much more development on the northeast side that was previously undeveloped. Conditions remain similar through 2021.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

FF17- Risk Designation: The Site Location is not a listed impacted property and is not located within 1,000 feet from a listed impacted property. The Site Location is considered in the low risk category due to the deep depth to groundwater which is estimated at 322 feet and further, no listed impacted properties were identified within 1,000 feet of the Site Location. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF18 – South Lanes South of Tuxford Street

Topographic maps for the property are available from 1894 through 2022. The 1894 Topographic map shows the Southern Pacific R.R. south of the Site Location in a NW/SE alignment. The 1926 map shows an increase in residential dwellings in the surrounding area. In the 1942 map, Tuxford Street and San Fernando intersection can be seen west of the property. By 1966, the 5 Freeway is present north of the property. Aerial photos are available for the property from 1994 through 2021. The 1989 photo shows the 5 Freeway to the north. The areas below the freeway are commercial and residential. In 2002, there is much more development on the northeast side that was previously undeveloped. Conditions remain similar through 2021.

FF18- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of several listed impacted properties. During construction, the proposed excavation will not likely encounter impacted groundwater as the depth to groundwater is estimated at 510 feet. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF19 – SR-118 East of San Fernando Road

Topographic maps for the property are available from 1900 through 2022. The 1900 topographic map shows the New Orleans Railroad west of the property in a NW/SE alignment. In the 1940 map, further commercial and industrial developments can be seen surrounding the property. The 1966 map shows the presence of the 118 Freeway north of the property. Aerial photos are available from 1994 through 2021. The 1994 image shows the 118 Freeway to the north, with commercial and residential development surrounding.

The DTSC prepared the Voluntary Cleanup Agreement for the adjacent 13500 Paxton Street, located approximately 186 feet south of the Site Location. The Site was identified as an area that may have hazardous substances (PCE) that have migrated from the site.

In February 2022 DTSC prepared the Remedial Progress Report for 13540 and 13546 Desmond Street, approximately 649 feet northeast of the Site Location. During the monitoring event, MW-1 had the highest PCE and TCE concentrations. PCE was detected at a concentration of 40 ug/L and TCE was detected at a concentration of 20 ug/L. The PCE and TCE concentrations have decreased since April 2021 where the concentrations were 97 ug/L and 40 ug/L respectively.

FF19- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of several listed impacted properties. During construction, the proposed excavation will not likely encounter impacted groundwater as the depth to groundwater is estimated at 68 feet. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF20 – SR-118 East of San Fernando Road

Topographic maps for the property are available from 1900 through 2022. The 1900 topographic map shows the New Orleans Railroad west of the property in a NW/SE alignment. In the 1940 map, further commercial and industrial developments can be seen surrounding the property. The 1966 map shows the presence of the 118 Freeway south of the property. Aerial photos are available from 1994 through 2021. The 1994 image shows the 118 Freeway to the south, with commercial and residential development surrounding.

In December of 2005 Arcadis prepared the Remedial Action Plan for the Former Chase Chemical/Holchem Site located at 13456 Desmond Street, 434 feet south of the Site Location. Six groundwater-monitoring wells had been installed along with 39 borings and 16 soil gas-sampling locations. In 1998 the USTs were removed and excavations took place to install new USTs. PCE and TCE were chemicals of concern due to increased health risk at the site. DTSC prepared a Voluntary Cleanup Agreement in November 2008 for the 13500 Paxton St. southeast of the FF20 property. The agreement concerns hazardous substances (PCE) that may have migrated from the site. In February 2022 DTSC reported from the Remedial Progress Report for 13540 and 13546 Desmond Street. During the monitoring event MW-1 had the highest PCE and TCE concentrations. PCE was detected at a concentration of 40 ug/L and TCE was detected at a concentration of 20 ug/L. The PCE and TCE concentrations have decreased since April 2021 where the concentrations were 97 ug/L and 40 ug/L respectively

The DTSC prepared the Voluntary Cleanup Agreement for the adjacent 13500 Paxton Street, located approximately 709 feet southeast of the Site Location. The Site was identified as an area that may have hazardous substances (PCE) that have migrated from the site.

FF20- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of several listed impacted properties. During construction, the proposed excavation will not likely encounter impacted groundwater as the depth to groundwater is estimated at 65-75 feet. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF21 – I-110 South Lanes at Exposition Blvd.

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows the Pacific Railroad south of the Site Location in an E/W alignment. The 1920 topographic map shows further development of buildings in the area. By 1953 U.S. Route 6 is located west of the Site Location in a N/S alignment. By 1966 the 110 is present east of the subject property. Aerial photos for the property are available from 1989 through 2022. Aerial photos from 2006 indicate the use of the site as a parking lot. In 2008 the property is used as a storage yard and for parking.

FF21- Risk Designation: The Site Location is not a listed impacted property and is not located within 1,000 feet from a listed impacted property. The Site Location is considered in the low risk category due to the deep depth to groundwater which is estimated at 212 feet, and further, no listed impacted properties were identified within 1,000 feet of the Site Location. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF22 – I-5 North Lanes at San Fernando Road

Topographic maps for the property are available from 1900 through 2022. As indicated on the 1900 map the property is located north of the Southern Pacific railroad right-of-way with no development in

the surrounding area. In 1945 the property is located in between State Route 157 and State Route 158; there is an increasing amount of development in the surrounding area. In the 1966 map, the 5 freeway is seen southwest of the property, and the 210 Freeway east of the property. Aerial photos for the property are available from 1994 through 2021. Aerial photos from 1994 show the property on the railroad right-of-way and unoccupied. The property remains in similar conditions through 2021 aerial photographs.

FF22- Risk Designation: The Site Location is not a listed impacted property and is not located within 1,000 feet from a listed impacted property. The Site Location is considered in the low risk category due to no listed impacted properties identified within 1,000 feet of the Site Location. Depth to groundwater is estimate at 30 feet. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF23 – 110 North Lanes at Exposition Blvd.

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows the Pacific railroad right-of-way south of the property in a E/W alignment. The 1920 map shows further commercial development. The 1949 topographic map indicates the property adjacent to U.S. Route 6. By 1975 the 110 Freeway is present just west of the property. Aerial photographs are available from 1989 through 2022. The 1989 photo depicts the property east of the 110 Freeway.

FF23- Risk Designation: The Site Location is not a listed impacted property and is not located within 1,000 feet from a listed impacted property. The Site Location is considered in the low risk category due to the deep depth to groundwater which is estimated at 212 feet, and further, no listed impacted properties were identified within 1,000 feet of the Site Location. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF24 – I-5 South Lanes at San Fernando Road and Sepulveda Blvd.

Topographic maps for the property are available from 1900 through 2022. The 1900 map shows the railroad right of way south of the Site Location in a NW/SE alignment. The 1966 map shows the 5 Freeway east of the Site Location in a NW/SE alignment. Aerial photographs are available from 1994 through 2021. The 1994 image shows the property by the railroad right-of-way. The site remains unoccupied through 2021.

FF24- Risk Designation: The Site Location is not a listed impacted property and is not located within 1,000 feet from a listed impacted property. The Site Location is considered in the low risk category as no listed impacted properties were identified within 1,000 feet of the Site Location. Depth to groundwater is estimate at 30 feet. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF25 – I-405 South Lanes at Victory Blvd.

Topographic maps are available for the property from 1894 through 2022. The 1894 map shows no development in the area. The subject property is located north of the Southern Pacific Railroad right-of-way (E/W alignment). The 1921 map shows the Pacific Electric Railroad north of the property in an E/W alignment and to the east of the subject property as it changes alignments to N/S. The 1949 map shows the 101 Freeway south of the property. By 1966 the 405 Freeway can be seen just east of the property. Aerial photos are available for the property from 1989 through 2021. Aerial photographs from 1989 show the property west of the 405 Freeway. The property is unoccupied.

In January 2003, SECOR prepared a Product Lines and Dispenser Replacement Report for the Arco Station on 15711 Victory Blvd, approximately 532 feet north of the Site Location. Nineteen soil samples were collected beneath the dispensers and product lines. Three of the nineteen samples contained TPH gasoline about screening concentrations. Soil was excavated near the product lines and USTs. In April 2011 Arcadis submitted a Well Abandonment Report.

FF25- Risk Designation: The Site Location is not a listed impacted property and is not located within 1,000 feet from a listed impacted property. The Site Location is considered in the low risk category due to the deep depth to groundwater which is estimated at 140 feet, and further, no listed impacted properties were identified within 1,000 feet of the Site Location. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF26 – I-405 North Lanes at Exposition Blvd.

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows the property by the railroad Home Junction. By 1925 there are further residential dwellings in the area. Development increases through 1966 when the 405 Freeway can be seen west of the property (N/S alignment) and the 10 Freeway can be seen south of the Site Location in a E/W alignment. Aerial photos are available for the property from 1989 through 2021. The 1989 image shows the property east of the 405 Freeway. The Site Location remains largely unoccupied until 2013 when light rail construction began. The railroad appears completed in the vicinity of the property by 2015.

In May 2019 Citadel EHS prepared a Phase I Environmental Site Assessment Report for 2330 Pontius Avenue located 833 feet north of the Site Location. The Phase I assessment reviews the possible presence of any hazardous substance or petroleum products that would have been discharged onto the site that could affect the land, surface water or groundwater. A high-pressure petroleum pipeline and former railway tracks were both found to be a possible environmental concern. Phase II Subsurface Investigation was recommended to determine any effects on subsurface soil and soil vapor.

In EKI Groundwater Investigation (2330 Pontius Ave; located approximately 833 feet north of Site Location) dated June 2021 contained soil vapor and soil samples from a prior investigation that showed PCE and TCE concentrations. The highest concentrations of PCE and TCE in soil vapor samples were

10,790 mg/m³ and 11,720 mg/m³ respectively. PCE and TCE concentrations in soil samples were below commercial and industrial ESLs. PCE and TCE were found in groundwater samples at concentrations 14.9 ug/L and 58.4 ug/L respectively.

FF26- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of a listed impacted property. During construction, the proposed excavation will not likely encounter impacted groundwater as the depth to groundwater is estimated at 106 feet. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below

3.FF27 – I-405 South Lanes at Exposition Blvd.

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows the property by the railroad Home Junction. By 1925 there are further residential dwellings in the area. Development increases through 1966 when the 405 Freeway can be seen east of the property (N/S alignment) and the 10 freeway can be seen south of the Site Location in a E/W alignment. Aerial photos are available for the property from 1989 through 2021. The 1989 image shows the subject property east of the 405 Freeway. The Site Location remains largely unoccupied until 2013 when light rail construction began. The railroad appears completed south of the property by 2015.

Dames & Moore prepared the Soil Investigation Report for the Liberty Cleaners site (approximately 950 feet southwest of Site Location) in April 1999. The highest PCE concentration detected was 1,700 ug/Kg. TCE was detected in concentrations ranging from 5 to 38 ug/Kg. cis-1,2Dichloroethene was detected at a highest concentration of 136 ug/Kg. Toluene was detected at a highest concentration of 7 ug/Kg. TRAK Environmental Group prepared a Workplan for Further Delineation of Soil, Groundwater, and Soil Vapor in March 2019 for the former Liberty Cleaners site. The investigation consisted of 6 borings. In October 2020 TRAK Environmental prepared an Excavation Plan for the former Liberty Cleaners site. The excavation plan was approved by LARWQCB in November 2020.

FF27- Risk Designation: The Site Location is not a listed impacted property and is however, located within 1,000 feet of a listed impacted property. The Site Location is considered in the low risk category due to the deep depth to groundwater which is estimated at 55 feet. Accordingly, Mitigation Measures HAZ MM-1 is proposed below.

3.FF28 – I-10W at Robertson Blvd.

Topographic maps for the property are available from 1894 through 2022. As indicated on the 1894 topographic map, the site is located adjacent to the railroad right-of-way and the surrounding area was undeveloped. The site remains in a similar condition except for increasing development until 1949 when the 10 Freeway is seen north of the Site Location. Aerial photos from 2002 indicate the use of the site as a contractor's storage yard. By 2021 the light rail improvements are present on the property. The depth to groundwater beneath the Site Location is approximately 41 feet.

In October 2010 Leighton Consulting prepared a Phase II Site Assessment Report for Exposition Corridor Transit Project Phase II as part of a CalEPA oversight program. The 6-mile Phase II Light Rail Project extends from Culver City to Santa Monica. FF28 is located within the R4 Right-of-Way parcel located on the Site Location. The Leighton assessment included drilling 84 borings along the alignment from Los Angeles through Santa Monica. Leighton boring LEB006 was drilled approximately 125 feet from FF28 and lead was detected at a concentration of 63 mg/kg at 0.5 feet deep. Leighton also found elevated concentrations of arsenic (50 mg/Kg), lead (CalHaz, STLC 12 mg/L) and TPH C₈-C₄₀ (2,000 mg/kg) in shallow soil within 250 feet of the FF28 site. The shallow soil contamination 250 feet from the Site Location from the Expo Phase II Light Rail Project does not pose a threat to soil on the Site Location as contamination from the boring was found at shallow soil levels.

FF28- Risk Evaluation: The Site Location is a listed impacted property (found on the Geotracker), and is located within 1,000 feet of a listed impacted property. During construction, the proposed excavation will likely encounter impacted groundwater as the depth to groundwater is estimated at 41 feet. However, as there is no evidence of groundwater contamination from listed sites within 1,000 feet of the Site Location, the Site Location is placed in a low-risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF29 – SR-90 East at Culver Blvd.

Topographic maps for the property are available from 1896 through 2021. The 1896 map shows the property north of the railroad right-of-way. By 1923 the Pacific Electric Speedway (Redondo Beach via Playa Del Rey) runs through the Site Location. An oil derrick is located south of the Site Location. By 1981 the 90 freeway is present north of the Site Location. Aerial photographs are available from 1994 through 2021. The 90 Freeway is visible in the 1994 photo along with several small buildings on the property. By 2002 the buildings have been demolished and the property remains unoccupied. In December 2004, the property has been graded. Construction on the property begins in November 2005. By March 2007 the center roads of the 90 Freeway that run through the subject property are completed.

ALTA Environmental prepared an Additional Offsite Assessment and Well Installation Report for E-Z Storage Property (located 300 feet north of the Site Location) at the Panama Street Site in March 2019. Nine soil borings were taken. PCE was detected in all soil samples and the highest recorded concentration was 28,000 ug/kg. The highest TCE concentration detected was 152 ug/kg. The highest cis-1,2-DCE concentration was 140 ug/kg. Benzene was detected at a concentration of 5.96 ug/kg. TPH-d was detected at a highest concentration of 400 mg/kg. In February 2019, all the wells associated with the site were sampled. The highest concentration of PCE in groundwater was 19,100 ug/L.

FF29- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of a listed impacted property. During construction, the proposed excavation will likely encounter impacted groundwater as the depth to groundwater is estimated at 12 feet. Further, the

presence of high concentrations of PCE and TCE in soil and groundwater (plume migration from a nearby site) beneath are likely located beneath the Site Location. Therefore, the Site Location is considered in the high risk category. Accordingly, Mitigation Measures HAZ MM-1 and HAZ MM-2 are proposed below.

3.FF30 – SR-90 West at Culver Blvd.

Topographic maps for the property are available from 1896 through 2021. The 1896 map shows the property north of the railroad right-of-way. By 1923 the Pacific Electric Speedway (Redondo Beach via Playa Del Rey) runs past the Site Location. An oil derrick is located south of the Site Location. By 1981 the 90 Freeway is present north of the Site Location. Aerial photographs are available from 1994 through 2021. The 90 Freeway is visible in the 1994 photo along with several small buildings on the property. By 2002 the buildings have been demolished and the property remains unoccupied. In December 2004, the property has been graded. Construction on the property begins in November 2005. By March 2007 the center roads of the 90 Freeway are completed.

Alta Environmental prepared an Additional Offsite Assessment and Well Installation Report for E-Z Storage Property at the Panama Street Site in March 2019, located approximately 600 feet north of the Site Location. Nine soil borings were taken. PCE was detected in all soil samples and the highest recorded concentration was 28,000 ug/kg. The highest TCE concentration detected was 152 ug/kg. The highest cis-1,2-DCE concentration was 140 ug/kg. Benzene was detected at the highest concentration at 5.96 ug/kg. TPH-d was detected at a highest concentration of 400 mg/kg. In February 2019, all of the wells associated with the site were sampled. The highest concentration of PCE in groundwater was detected at 19,100 ug/L.

FF30- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of a listed impacted property. During construction, the proposed excavation will likely encounter impacted groundwater as the depth to groundwater is estimated at 12 feet. Further, the presence of high concentrations of PCE and TCE in soil and groundwater (plume migration from a nearby site) beneath are likely located beneath the Site Location. Therefore, the Site Location is considered in the high risk category. Accordingly, Mitigation Measures HAZ MM-1 and HAZ MM-2 are proposed below.

3.FF31 – I-105 West Lanes at Aviation Blvd.

Topographic maps for the property are available from 1896 through 2021. The 1896 topographic map shows the Redondo Beach Railroad to the west of the property in the N/S alignment. Several oil tanks can be seen southwest of the property in 1943. The 1944 map shows the Los Angeles Airport to the west of the Site Location. The 405 Freeway can be seen in the 1981 topographic map east of the property. Aerial photos for the property are available from 1994 through 2022. Aviation Blvd can be

seen to the east of the Site Location and LAX can be seen to the west of the Site Location. The railroad right-of-way is located just west of the Site Location. The 105 Freeway can be seen south of the Site Location.

Geosyntec prepared a Current Conditions Summary and Soil Management Plan Implementation Report for 835 Lapham St in February 2021, located approximately 596 feet south of the Site Location. The soil management plan implementation includes REC Confirmation Testing, vaults testing, remove and remediation, rail line soil testing, parking area soil impacts testing and removal and vault and UST removals south of the test cell building.

FF31- Risk Designation: The Site Location is not a listed impacted property and is not located within 1,000 feet from a listed impacted property. The Site Location is considered in the low risk category due to the deep depth to groundwater which is estimated at 85 feet, and further, no listed impacted properties were identified within 1,000 feet of the Site Location. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF32 – I-105 West Lanes at Aviation Blvd.

Topographic maps for the property are available from 1896 through 2021. The 1896 topographic map shows the Redondo Beach Railroad to the west of the property in the N/S alignment. Several oil tanks can be seen southwest of the property in 1943. The 1944 map shows the Los Angeles Airport northwest of the Site Location. The 405 Freeway can be seen in the 1981 topographic map east of the property. Aerial photos for the property are available from 1994 through 2022. Aviation Blvd can be seen to the east of the Site Location and LAX can be seen to the west of the Site Location. The railroad ROW is located just west of the Site Location. The 105 Freeway can be seen north of the Site Location.

Geosyntec prepared a Current Conditions Summary and Soil Management Plan Implementation Report for 835 Lapham St in February 2021, located approximately 395 feet southwest of the Site Location. The soil management plan implementation includes REC Confirmation Testing, vaults testing, remove and remediation, rail line soil testing, parking area soil impacts testing and removal and vault and UST removals south of the test cell building.

FF32- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of a listed impacted property. During construction, the proposed excavation will not likely encounter impacted groundwater as the depth to groundwater is estimated at 85 feet. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF33 –I-110 South Lanes at Slauson Ave.

Topographic maps for the property are available from 1896 through 2021. The 1896 map shows the Santa Fe Railroad south of the Site Location (E/W alignment). By 1923, there is much more commercial development in the surrounding area. In the 1952 map U.S. Route 6 and State Route 11 can be seen west of the property. In the 1964 topographic map the 110 freeway can be seen west of the property. Conditions remain similar in the years following. Aerial photographs for the site are available from 1994 through 2022. The 1994 map shows residential and commercial buildings in the area. The 110 Freeway is located east of the property. The railroad ROW can be seen on the property.

Wayne Perry prepared a Site Assessment Report for the Shell Service Station in March 2005, located approximately 777 ft east of the Site Location. The soil samples indicated TPH-G at a highest concentration of 8,300 mg/kg, benzene at a highest concentration of 55,000 ug/kg, MTBE at a highest concentration of 150,000 ug/kg, and TBA at a highest concentration of 11,000 ug/kg. In May 2016, Wayne Perry prepared a Well Abandonment Report for the Former Shell Service Station.

In January 2021 ATC prepared a Soil Removal Workplan for the Metro Rail to River Project, the Site Location is located on Site Location 7 of ATC's Workplan. Previous environmental assessments determined the presence of lead and arsenic in shallow soil along the alignment of the rail line right-of-way. Metro excavated, treated and disposed of all of the soil along the track right-of-way to a depth of approximately 1.5 feet below grade. The site is no longer a soil contamination concern to the Site Location.

FF33- Risk Designation: The Site Location is a listed impacted property (as indicated on Geotracker), and located within 1,000 feet of a listed impacted property. During construction, the proposed excavation will not likely encounter impacted groundwater as the depth to groundwater is estimated at 200 feet. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.FF34 – I-110 North Lanes at Slauson Ave.

Topographic maps for the property are available from 1896 through 2021. The 1896 map shows the Santa Fe Railroad south of the Site Location (E/W alignment). By 1923, there is much more commercial development in the surrounding area. In the 1952 map U.S. Route 6 and State Route 11 can be seen west of the property. In the 1964 topographic map the 110 freeway can be seen west of the property. Conditions remain similar in the years following. Aerial photographs for the site are available from 1994 through 2022. The 1994 map shows residential and commercial buildings in the area. The 110 Freeway is located east of the property. The railroad ROW can be seen on the property.

Wayne Perry prepared a Site Assessment Report for the Shell Service Station in March 2005, located approximately 421 feet east of the Site Location. The soil samples indicated TPH-G at a maximum

concentration of 8,300 mg/kg, benzene at a maximum concentration of 55,000 ug/kg, MTBE at a maximum concentration of 150,000 ug/kg, and TBA at a maximum concentration of 11,000 ug/kg. In May 2016, Wayne Perry prepared a Well Abandonment Report for the Former Shell Service Station.

In July 2008 Delta prepared a Workplan for Additional Site Assessment for the 76 Service Station, located approximately 708 feet west of the Site Location. A subsurface investigation was proposed to further evaluate the extent of hydrocarbon concentration previously detected in the soil and groundwater at the 76 Service Station site. In February 2010 the California Regional Water Quality Control Board confirmed the completion of site investigation and corrective action for the USTs at the 76 Service Station site and publishes the case closure.

Bowyer Environmental Consulting (BEC) prepared an Environmental Investigation Report in August 2019 for the 206 & 210 W. Slauson Ave. sites, located approximately 949 feet east of the Site Location. Following a gasoline release and emergency response activities in March 2019, BEC submitted an Environmental Investigation Workplan. During the initial emergency response benzene was reported at a concentration of up to 15 mg/kg, toluene at up to 600 mg/kg, ethylbenzene at up to 230 mg/kg, total xylenes at up to 2,560 mg/kg, TPH-gasoline at up to 14,000 mg/kg, TPH-diesel at up to 33,000 mg/kg, and TPH- motor oil at up to 35,000 mg/kg.

In January 2021 ATC prepared a Soil Removal Workplan for the Metro Rail to River Project, the Site Location is located in ATC's Site Location 7. Previous environmental assessments determined the presence of lead and arsenic in shallow soil along the alignment of the rail line ROW. Metro excavated, treated and disposed of all of the soil along the track ROW to a depth of approximately 1.5 feet below grade. The site is no longer a soil contamination concern to the Site Location.

FF34- Risk Designation: The Site Location is a listed impacted property (as indicated on Geotracker), and is located within 1,000 feet of a listed impacted property. During construction, the proposed excavation will not likely encounter impacted groundwater as the depth to groundwater is estimated at 105 feet. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.NFF01 –Northeast corner of Vermont Ave. and Sunset Blvd.

Topographic maps for the property are available from 1984 through 2022. The 1894 map shows the property in the vicinity of residential dwellings. The conditions of the property remain similar except for increasing commercial development. Aerial photos for the property are available from 1989 through 2021. The aerial photo from 1989 shows a building in the northern section of the subject site. The building is demolished by 2003 and the land is graded. A new building appears in January 2005 in where the demolished building stood.

Building permits for the property were obtained from the City of Los Angeles Department of Building and Safety online database. For 1506 N Vermont Ave, the May 1919 permit indicates the use of the building as a residence. New buildings with the address 1502-1504 were established for the purpose of residential use. In November 1932, the building is used for a residence and business flat. For 1500 N Vermont Ave, the March 1932 permit indicates the building use as store and office.

Arcadis prepared a Revised Remedial Action Plan for the Former ARCO Station No. 5025, located approximately 807 feet north of the subject site, in September 2018. COPC concentrations in groundwater samples collected from the second quarter of 2018 are recorded as follows: GRO was detected at a maximum of 49,600 ug/L. Benzene was detected at a maximum of 6,140 ug/L, Toluene was detected at a maximum concentration of 198 ug/L. Ethylbenzene was detected at a maximum concentration of 3,690 ug/L and total xylenes were detected at a maximum concentration of 8,140 ug/L. In February 2021 Arcadis prepared a Remedial Progress Report that concludes details the continuation of groundwater monitoring and sampling.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF01- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of a listed impacted property. During construction, the proposed excavation will likely encounter impacted groundwater as the depth to groundwater is estimated at 25-44 feet. Further, the presence of TPHg contamination in the groundwater is likely from nearby impacted properties. Therefore, the Site Location is considered in the high risk category. Accordingly, Mitigation Measures HAZ MM-1 and HAZ MM-2 are proposed below.

3.NFF02 – Spring Street Bridge, 326 feet North of Aurora Street

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows the property surrounded by residential dwellings. Railroads (N/S alignments) are present on the east and west sides of the LA River banks and a railroad with a S/ NE alignment north of the subject site. In 1975 the 5 Freeway can be seen east of the property. Aerial photos are available from 1994 through 2021. The 1994 photo shows the property on the railroad right-of-way. The Los Angeles River can be seen east of the railroad.

DTSC prepared a Covenant to Restrict Use of Property in August 2002 for the adjacent Former Bortz Oil Facility at 1746 N Spring St, located approximately 263 feet south of the subject site. The contaminated soil on the former Bortz Oil Facility property has been remediated as of June 2000. For soil vapor, benzene was detected at a concentration of 6.46 ug/L and methylene chloride was detected at a concentration of 24.6 ug/L. Vinyl chloride was detected at a maximum concentration of 42 ug/L. DTSC

determined that the property, once remediated would not present an unacceptable threat to human safety or the environment if limited to commercial and industrial use only. The California Regional Water Quality Control Board prepared a No Further Action for Soil for the Trufflex Rubber Company site located south of the NFF02 property. Remediation included the soil vapor extraction and excavation. A few requirements were established based on the existence of groundwater contamination.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF02- Risk Designation: NFF02- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of a listed impacted property. During construction, the proposed excavation will likely encounter impacted groundwater as the depth to groundwater is estimated at 33 feet. Further, the presence of vinyl chloride contamination in the groundwater is likely from nearby impacted properties. Therefore, the Site Location is considered in the high risk category. Accordingly, Mitigation Measures HAZ MM-1 and HAZ MM-2 are proposed below.

3.NFF03 – Northwest corner of Lankershim Blvd. and Chandler Blvd.

Topographic maps for the property are available from 1894 through 2022. In the 1894 topographic map, the railroad (E/W alignment) can be seen south of the subject site. Aerial photos for the subject site are available from 1989 through 2021. The site has remains paved from 2002 through 2008 and the rectangular-shaped building on the property remains through 2021. In July 2008 the site is graded and repaved by 2011.

A historical Sanborn map from approximately 1950 was obtained for the NFF03 subject property. The historical Sanborn map depicts a possible service station on the subject property. The historical addresses listed for the subject property are 5351 Lankershim Blvd. and 5381 Lankershim Blvd.

Building permits for the 5351 N Lankershim Blvd. property were obtained from the City of Los Angeles Department of Building and Safety online database. The permits include a grading permit for July 1976, and New Construction Permits ranging from 1971 through 1976.

In July 2015 FREY Environmental prepared a Phase I Environmental Site Assessment for 5401 and 5411 N Lankershim Blvd. JSM Potenza site, located approximately 400 feet north of the subject site. Soil vapor data showed PCE at a highest concentration of 270 ug/L. 11307 Chandler Blvd is determined to be a CREC (Controlled Environmental Condition) while soil has been remediated below 20 feet bgs. The intention of future excavation and removal of the soil is to remove up to 30 feet of soil.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF03- Risk Designation: While the Site Location is not a listed impacted property and there are no listed impacted sites within 1,000 feet, the Site Location is considered high-risk due to the presence of a potential gas station UST on the Site Location. Additionally, depth to groundwater is estimated at 155 feet. Accordingly, Mitigation Measures HAZ MM-1 through HAZ MM-3 are proposed below.

3.NFF04– Northwest corner of Lankershim Blvd. and Universal Hollywood Drive

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows the LA River north of the property. The 1920 map shows residential dwellings and the railroad south of the property with a N/W alignment. In 1948 there is further commercial development and the 134 Freeway to the north of the property, with the 101 Freeway south of the subject site. Aerial photos are available from 1989 through 2021. The 1989 map shows residential and commercial development around the property. The property is occupied by a few large buildings. By 2002, all the buildings except for the southern-most building on the subject site have been demolished and replaced by a parking lot. In 2003, a tunnel for the Metro Station is visible on the southern-portion of the subject site.

SAIC prepared a Workplan for Site Assessment for the Chevron Service Station on Cahuenga Blvd., located approximately 643 feet south of the subject site, in August 2008. The USTs had been removed in December 2004. Four soil borings were taken. Soil samples from 2004 indicate low levels of TPH-GRO and lead contamination.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF04- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of listed impacted properties. During construction, the proposed excavation will not likely encounter impacted groundwater as the depth to groundwater is estimated at 40 feet. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.NFF05– Southwest corner of Lankershim Blvd. and Universal Hollywood Drive

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows the LA River north of the property. The 1920 map shows residential dwellings and the railroad south of the property with a N/W alignment. In 1948 there is further commercial development surrounding and the 134 Freeway to the north of the property appears. Additionally, the 101 Freeway is present south of the subject site. Aerial photos are available from 1989 through 2021. The 1989 map shows residential and commercial development surrounding the property. The 2002 photo shows the property undeveloped. By 2003 the Metro Station tunnel appears on the subject site.

SAIC prepared a Workplan for Site Assessment for the Chevron Service Station on Cahuenga Blvd., located 532 feet south of the subject site, in August 2008. The USTs had been removed in December 2004. Four soil borings were taken. Soil samples from 2004 indicate low levels of TPH-GRO and lead contamination.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that 3885 N Lankershim Blvd is listed on the inactive UST and inactive hazardous materials inventories.

NFF05- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of a listed impacted property. During construction, the proposed excavation will not likely encounter impacted groundwater as the depth to groundwater is estimated at 40 feet. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.NFF06– Southwest corner of 4th Street and Hill Street.

Topographic maps for the property are available from 1894 through 2022. In the 1894 map there are residential dwellings surrounding the property. In 1928 the subject site appears in an area of industrial development. Aerial photographs are available from 1989 through 2021. The 1989 photo shows a parking area and buildings on the property. Conditions remain similar through 2021.

Building permits for 352-358 S. Hill St buildings were obtained from the City of Los Angeles Department of Building and Safety online database. The 1932 permit for the addresses 354-358 S Hill St. state the buildings use for stores and apartments. The 1933 permit details 358 S Hill St. as being utilized for a store. The 358 S. Hill St. address continue to be used as a store until the January 1948 permit states the use of the building as a bar, liquor store and hotel. The July 1956 permit established the intent to demolish the 358 S Hill St. property.

ENSR Prepared an Underground Storage Tank Removal Investigation in August 1992 for Broadway and 2nd Street, located approximately 631 feet northeast of the subject site. ENSR details CEC's prior subsurface investigation in 1989-1990 that included 17 borings for fuel hydrocarbons in soil. Fuel hydrocarbons were detected in concentrations ranging from 800 mg/kg to 4,800 mg/kg. Arcadis prepared a Project Completion Report in December 2014. The UST was removed in October 2014. The soil was excavated in October 2014.

DTSC prepared a Partial Certificate for Soil for the West Parcel, Aliso St. Manufactured Gas Plant Site in February 2007, located approximately 865 feet west of the subject site. DTSC determined that no further surface remediation will be required for the site. However, groundwater contamination of petroleum hydrocarbons, PAHs, VOCs, vinyl chloride, metals and cyanide still remain.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF06- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of listed impacted properties. During construction, the proposed excavation will not likely encounter impacted groundwater as the depth to groundwater is estimated at 63 feet. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.NFF07– Venice Blvd. West of Robertson Blvd.

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows the subject property by the railroad right-of-way. Conditions remain similar except for increasing commercial development and residential dwellings. In 1966 the 10 Freeway can be seen north of the subject property. Aerial photos for the property are available from 1989 through 2021. The 1989 map shows the subject property on the railroad right-of-way. One building is located on the subject property. From 2007 through March 2014 the railroad north of the subject site is under construction. By January 2015 the railroad section north of the subject site is completed.

In October 2010 Leighton Consulting prepared a Phase II Site Assessment Report for Exposition Corridor Transit Project Phase II for the Proposed Maintenance Facility. The 6-mile Phase II Light Rail Project extends from Culver City to Santa Monica. NFF07 is located approximately 75 feet south of the railroad right-of-way Segment 1A (beginning at Venice Blvd and Exposition Blvd.) In 2009 five deep offsite groundwater-monitoring wells were installed and soil vapor samples were taken at 20 locations to determine VOC concentrations. For soil vapor samples, VOCs were detected in 32 of the 82 soil vapor samples. TPH-g was detected in one sample. In soil samples TPH-g was detected in 1 of 21 samples at 1.4 mg/kg. TPH-cc was detected in 10 of 46 samples at a highest concentration of 840

mg/kg. VOCs were detected in 2 of the 48 soil samples. In groundwater samples TPH-g was detected at a concentration of 0.27 mg/kg. TPH-g was detected at a concentration of 0.27 mg/kg, benzene at 0.75 µg/kg, cis-1,2-dichloroethene at 38 ug/kg, MTBE at 9.8 ug/kg, naphthalene at 0.53 ug/kg, trans-1,2-dichloroethene at 1.2 ug/kg, TCE at 86 ug/kg, and vinyl chloride at 5.9 ug/kg.

The CA RWQCB prepared a Workplan in January 2009 for Federal Express, located 463 feet southeast of the subject site. Approximately 2,540 pounds of petroleum hydrocarbons soil contamination and 126.8 pounds of MTBE soil have been removed.

Citadel EHS prepared the Closure Report for the Former ICC Collision Center, located 616 feet southeast of the subject site, in July 2019. The Phase I summary describes the hazardous waste that was identified being stored in two 55-gallon drums. Additionally, two chemical storage cabinets were identified and a leaking UST (LUST). The USTs were removed. In the summary of the Limited Phase II Environmental Site Assessment, five borings were placed. PCE was reported in three of the five borings but were below RSLs. One arsenic sample concentration was reported at 14.5 mg/kg. Ten soil borings were taken at varying depths between 28 and 35 feet. PEC was detected at 1.9 mg/kg. Low concentrations of PEC and cis-1,2-DCE were also detected. Eight of the nine groundwater samples had detections of VOCs, which included acetone, trans-1,2-DCE, cis-1,2-DCE, TCE and PCE. In the soil gas samples, concentrations of PCE ranged between 2.3 ug/L and 250 ug/L. Later in August 2018 soil confirmation sampling indicates metals below DTSC SLs and EPA RSLs for residential soil except for arsenic, detected above the residential DTSC SL at a maximum concentration of 16.00 mg/kg. Groundwater confirmation sampling was conducted adjacent to the Former ICC Collision Site and groundwater was reached at a depth of 28 feet. The groundwater confirmation sample indicated the presence of MtBE at 1.2 ug/L and Cis-12-DCE at 1.3 ug/L, below their specific MCLs. Other VOC's were not reported above their respective PQLs. In July 2019 excavation of the Former Collision Center site was completed to a depth of 28 feet below ground surface.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates 8985 Venice Blvd. is listed on the active UST and inactive hazardous materials inventories.

NFF07- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of a listed impacted property. During construction, the proposed excavation will likely encounter groundwater as the depth to groundwater is estimated at 25-30 feet. However, groundwater flows away from the Site Location and there is no evidence of soil or groundwater contamination where excavation activities would occur. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.NFF08– Alameda Street and Commercial Street

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows residential dwellings nearby the property and the Los Angeles River east of the property. Additionally, there is a railroad to the west of the property (N/S alignment.) The 1928 topographic map shows further industrial development to the west and further commercial development to the east. The 1953 topographic map shows several gas tanks located to the east of the subject property. An oil tank is located northeast of the subject site and an additional gas tank can be found north of Macy St. The railroad yard is northeast of the subject site. Aerial photos are available from 1994 through 2021. The 101 Freeway is north the property along with North Alameda Street. In 2003, six buildings are pictured on the property. The remainder of the property is paved and used for parking.

In August 2003 Environmental Geoscience Services prepared a Site Characterization Overview for the Former Maier Brewery Property, located approximately 588 ft east of the subject site. Surface soil was found to have high concentrations of metal and detection of TPH. TPH-d and VOCs contaminated groundwater.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF08- Risk Designation: The Site Location is a listed impacted property (found on Geotracker), and is located within 1,000 feet of a listed impacted property. During construction, the proposed excavation will likely encounter impacted groundwater and soil due to the presence of TPH. Additionally, the depth to groundwater is estimated at 31 feet. Therefore, the Site Location is considered in the high risk category. Accordingly, Mitigation Measures HAZ MM-1 and HAZ MM-2 are proposed below.

3.NFF09– Northeast corner of Van Nuys Blvd. and Orange Line Bus line

Topographic maps are available for the property from 1894 through 2022. The 1894 map shows the property above the railroad right-of-way (E/W alignment). The 1926 map shows further development of residential dwellings and a second railroad in a north/south alignment. Aerial photographs for the property are available from 1989 through 2021. The 1989 photo shows six buildings on the property. In 2006 the bus way is present south of the property.

ACCES prepared a Subsurface Soil Investigation for US Gas in February 2005, located approximately 598 feet southeast of the subject site. Five soil borings were drilled. Concentrations of TPH-g ranged from 0.6 mg/kg to 3,460 mg/kg. Benzene concentrations ranged from 0.002 mg/kg to 50.6 mg/kg. Ethylbenzene concentrations ranged from 0.003 mg/kg to 32.5 mg/kg. Xylenes concentrations ranged from 0.009 mg/kg to 183 mg/kg.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF09- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of listed impacted properties. During construction, the proposed excavation will not likely encounter impacted groundwater as the depth to groundwater is estimated at 231 feet. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.NFF10– Southeast corner of Sepulveda Blvd. and Erwin St.

Topographic maps are available for the property from 1894 through 2022. The 1894 map shows the property by the railroad right-of-way (E/W alignment). By 1920, additional residential dwellings in the area. Aerial photographs are available from 1989 through 2021. The 1989 photo shows one building in the northwest corner of the property. The road above the property is a dirt road. In November 2005, the road can be seen and by December it has been demolished and remains a dirt path. The March 2006 photo shows the road re-pavement and the completion of the Orange Line Bus way in July 2007.

Building permits for 36060 N Sepulveda Blvd. 91411 were obtained from the City of Los Angeles Department of Building and Safety online database. Four building permits were available for the property. In August 2019, a building permit was filed for the 3-story office building. The remaining three building permits confirm the continued use of the building as an office through August 2021.

In December 2009 Conestoga-Rovers & Associates prepared the Site Assessment Work Plan for the Chevron Bulk Terminal Site, located approximately 657 feet southwest of the subject site. The work plan includes 8 soil borings. In November 2012 Conestoga-Rovers prepared the Closure Request for the Chevron Bulk Terminal Site. The Closure Request includes the historical maximum concentrations of contaminants. Between 1988 and 2006 hundreds of cubic yards of soil has been excavated and the site meets low-risk fuel site criteria.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF10- Risk Designation: The Site Location is not a listed impacted property and is not located within 1,000 feet from a listed impacted property. The Site Location is considered in the low risk category due to the deep depth to groundwater which is estimated at 70 feet, and further, no listed impacted

properties were identified within 1,000 feet of the Site Location. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.NFF11– Southwest of Crenshaw Blvd, 175 feet South of 67th Street.

Topographic maps for the property are available from 1896 through 2021. The 1896 map shows the property in an undeveloped area. As indicated in the 1950 map, there is further commercial development surrounding the property. Aerial photos for the property are available from 1994 through 2022. The 1994 aerial photo shows the property by the railroad right-of-way and buildings adjacent to the property. Conditions remain similar until April 2013 when the railroad appears to have been removed in the vicinity of the property. The land is occupied by construction work until November 2014 when the property becomes unoccupied. In March 2015. The property is used as storage for construction materials. In April 2017 the bridge is completed.

Environ Strategy Consultants prepared a Soil Vapor and Groundwater Sampling Workplan for the Former Crenshaw Collision Center in November 2010, located approximately 752 feet north of the subject site. The workplan included 5 soil vapor probes and one groundwater boring. For soil samples, elevated concentrations of TPHg (96 mg/kg), toluene (6.7 mg/kg), ethylbenzene (214 mg/kg), total xylenes (1.5 mg/kg), and naphthalene (1.2 mg/kg) were found. Case closure was confirmed in March 2011 following corrective action for the USTs at the former Crenshaw Collision Center location.

BLAES Environmental Management prepared the Workplan for Groundwater Air Sparge remedial Feasibility Testing for Circle K Store in August 2012, located approximately 962 feet south of the subject site. To address petroleum hydrocarbons in subsurface soil and groundwater on the site, a AS remedial feasibility test was proposed. One soil boring was included.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF11- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of listed impacted properties. During construction, the proposed excavation will not likely encounter impacted groundwater as the depth to groundwater is estimated at 72 feet. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.NFF12– Southeast corner of Crenshaw Blvd. and Exposition Blvd.

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows the property on the railroad right-of-way (E/W alignment). Except for increasing commercial development conditions remain similar until 1953 where a gas AST is located east of the subject site. In 1966 the Santa Monica Freeway (10 Freeway) is found north of the property. Aerial photographs for the property are available from 1989 through 2021. The 1989 aerial photograph shows five smaller square-shaped buildings and one larger rectangular-shaped building on the property. In April 2014, the buildings have been removed from the property. Construction on the property can be seen in March of 2015 and continues through 2021.

Building permits for 3636 S. Bronson Ave were obtained from the City of Los Angeles Department of Building and Safety online database. Twenty-three building permits were available for the property. The April 1949 permit for 3636 S Bronson Ave. states the property was utilized as a warehouse. The January 1951 permit states the use of the building to be for office and warehouse. In April 1996, the Certificate of Occupancy details the intent to change the use of the building from a warehouse to light manufacturing.

Delta prepared a Site Assessment Report for Shell-Branded Service Station in December 2010, located approximately 299 ft southwest of the subject site. Soil samples were taken and benzene was detected at a concentration of 0.0011 mg/kg and toluene at a concentration of 0.001 mg/kg. MTBE was detected at a concentration of 0.014 mg/kg. From the groundwater samples, TPH-g was reported at concentrations ranging from 54 ug/L to 590 ug/L. Elevated concentrations of benzene (49 ug/L), toluene (1.5 ug/L), Ethylbenzene (1.7 ug/L), and total xylenes (3.2 ug/L) were found. URS submitted for a low-risk case closure in February 2012 after hydrocarbon contamination to the soil and groundwater was removed and the petroleum hydrocarbon concentrations above MSSLs are limited to an onsite location.

APEX prepared a Soil, Soil Vapor, and Groundwater Assessment Report for the Former Cameo Cleaners site in October 2021, located approximately 470 feet southeast of the property. Thirty-two soil samples were collected. Lower concentrations of PCE were detected ranging from 0.0051 mg/kg to 0.060 mg/kg. Trace concentrations of benzene, toluene, ethylbenzene and xylenes were also found. 35 Soil vapor samples were taken. In the soil vapor samples, PCE was detected at concentrations ranging between 4.2 ug/m³ to 320,000 ug/m³. TCE was detected ranging from 3.6 ug/m³ to 29,000 ug/m³. Cis-1,2-DCE was detected in concentrations ranging from 91 ug/m³ to 13,000 ug/m³. Vinyl chloride was detected in concentrations ranging from 2.5 ug/m³ to 620 ug/m³. 1,2,4-trichlorobenzene was detected at concentrations ranging from 4.2 ug/m³ to 1,000 ug/m³. Benzene was detected at concentrations ranging from 2.8 ug/m³ to 620 ug/m³. Naphthalene was detected at concentrations from 2.8 ug/m³ to 620 ug/m³. Chloroform concentrations ranged from 2.9 ug/m³ to 620 ug/m³. Ethylbenzene concentrations ranged between 12 ug/m³ to 620 ug/m³. Eight groundwater samples were taken. Elevated levels of PCE concentrations were detected between 8.4 ug/L to 72 ug/L. TCE concentrations

were detected in concentrations ranging from 2.0 ug/L to 17 ug/L. cis-1,2-DCE concentrations ranged between 2.4 ug/L to 22 ug/L. Vinyl chloride was detected at 0.83 ug/L.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates 3636 S Bronson Ave. is listed on the inactive hazardous materials inventory.

NFF12- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of listed impacted properties. During construction, the proposed excavation will likely encounter impacted groundwater as the depth to groundwater is estimated at 23 feet. Therefore, the Site Location is considered in the high risk category. Accordingly, Mitigation Measures HAZ MM-1 and HAZ MM-2 are proposed below.

3.NFF13– Southeast Corner of East Cesar Chavez Ave. and North Vignes St.

Topographic maps are available for the property from 1894 through 2022. The 1894 map shows the LA River and railroad (N/S alignment) present on the east and west side of the LA River banks. Residential dwellings are located in the adjacent areas of the subject site. In 1966 the 101 Freeway is located south of the property. The topographic map also shows a railroad yard west of the subject site and Union Station west of the railroad yard. Aerial photos for the property are available from 1994 to 2021. The 1994 map shows the property graded. In March 2003, the tunnel can be seen in the central part of the subject site. The remainder of the property is unpaved. In April 2019, grading begins in the northern section of the subject site. In January 2020 the northern section is paved and solar panels are present over the paved section.

DTSC prepared a Land Use Covenant and Agreement Environmental Restrictions for the adjacent Aliso Sector A (Former MGP Site) Denny's Parcel in January 2017, located approximately 593 feet east of the subject site. The property subject to the covenant total 1.17 acres and is bordered by Ramirez St., Center St., El Monte Bus way and Highway 101, and the Vignes St. off-ramp of Highway 101. Remediation has taken place at the property including removal of contamination soil to 26 feet below ground surface, except for inaccessible areas on the property. CPAHs (benzo(a)pyrene equivalent) concentrations have been recorded at a maximum concentration of 255.68 mg/kg at 22 feet below ground surface. Naphthalene concentrations at the property have been recorded at a maximum concentration of 11,6000 mg/kg at 22 feet below ground surface. TPH-g were recorded at the highest concentration at 2,560 mg and TPH-d was recorded at a maximum concentration of 9,580. Groundwater beneath the former Aliso Street MGP Site is not currently used for drinking water. Tetra Tech prepared a Remedial Investigation for the Aliso Sector B and a Removal Action Completion Report for Aliso Sector D.

CH2M Hill prepared a Soil Removal Investigation and Remediation Project for the Regional Rebuild Center in December 2004, located 242 feet south of the subject site. Thirty-seven confirmation samples were collected from excavation areas.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF13- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of listed impacted properties. During construction, the proposed excavation will likely encounter impacted groundwater and soil due to the presence of TPH. Additionally, the depth to groundwater is estimated at 28-32 feet. Therefore, the Site Location is considered in the high risk category. Accordingly, Mitigation Measures HAZ MM-1 and HAZ MM-2 are proposed below.

3.NFF14– Pico Blvd. and Exposition Blvd., South of Rail

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows the subject property by the railroad intersection with a railroad running the E/W alignment and a N/S alignment that splits one way to the west and one to the east, meeting with the railroad of E/W alignment. In 1920, an increasing number of residential dwellings in the vicinity of the subject site can be seen. In 1966 the 405 Freeway can be seen east of the property and the 10 Freeway can be seen south of the property. Aerial photos for the property are available from 1989 through 2021. The 1989 aerial photo shows two large buildings and one smaller square-shaped building on the subject site. The aerial photo from August 2012 shows construction north of the property. By 2014 the railroad begins to appear north of the subject site. By March 2015 the completed railroad section can be seen north of the property.

TRAK Environmental Group prepared an Excavation Plan for Former Liberty Cleaners Site (located 200 feet SE of site) in October 2020. Residual PCE concentrations in soil vapor remained after corrective actions taken in 2000. For the sub-slab soil vapor sample, PCE concentrations ranged from 700 to 11,600 ug/m³. For 5 feet, PCE concentrations were 1,170 ug/m³ to 13,600 ug/m³ for 15 feet PEC concentrations were 42 ug/m³ to 3,360 ug/m³. For 25 feet, PCE concentrations were 249 ug/m³ to 2,900 ug/m³. For 45 feet, PCE concentrations were 1,100 ug/m³. Therefore, regional PCE contamination is present in soil gas.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF14- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of listed impacted properties. During construction, the proposed excavation will not likely encounter impacted groundwater as the depth to groundwater is estimated at 55 feet. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.NFF15– Pico Blvd, 445 ft. West of Sawtelle Blvd.

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows the subject property by the railroad intersection with a railroad running the E/W alignment and a N/S alignment that splits one way to the west and one to the east, meeting with the railroad of E/W alignment. In 1920, an increasing number of residential dwellings in the vicinity of the subject site can be seen. In 1966 the 405 Freeway is east of the property and the 10 Freeway is south of the property. Aerial photos are available from 1989 through 2021. The 1989 photo shows the subject site on paved property. There is one rectangular-shaped building located on the property. In August 2012, grading begins on the southern section of the subject site. By March 2015 the railroad on the southern section of the subject site is completed.

TRAK Environmental Group prepared an Excavation Plan for Former Liberty Cleaners Site in October 2020, located approximately 400 feet southwest of the subject site. Residual PCE concentrations in soil vapor remained after corrective actions taken in 2000. For the sub-slab soil vapor sample, PCE concentrations ranged from 700 to 11,600 ug/m³. For 5 feet, PCE concentrations were 1,170 ug/m³ to 13,600 ug/m³ for 15 feet PCE concentrations were 42 ug/m³ to 3,360 ug/m³. For 25 feet, PCE concentrations were 249 ug/m³ to 2,900 ug/m³. For 45 feet, PCE concentrations were 1,100 ug/m³

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF15- Risk Designation: The Site Location is not a listed impacted property and is not located within 1,000 feet from a listed impacted property. The Site Location is considered in the low risk category due to the deep depth to groundwater which is estimated at 55 feet, and further, no listed impacted properties were identified within 1,000 feet of the Site Location. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.NFF16– Southeast corner of South-Central Ave. and East 1st St.

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows residential, commercial, and industrial development surrounding the property. The Los Angeles River is located east of the property with railroads (N/S alignment) present on the east and west sides. The 1966 topographic map shows the 101 Freeway to the north. Aerial photos are available from 1994 through 2021. The 1994 photo shows two rectangular-shaped buildings in the northern section of the

subject property. In 2002, a third larger building is built on the southern portion of the property. The remainder of the property is paved for parking. Construction on the northern section of the property can be seen in March 2015. The smaller square-shaped buildings have been demolished. The property remains under construction through the September 2021 photo.

Building permits for 400 E. 1st Street were obtained from the City of Los Angeles Department of Building and Safety online database. Twelve building permits are available for the property. The New Construction permit from July 1912 for the addresses 400- 410 E. 1st Street details the property used as stores. In 1953 a parking lot was constructed for the 400-410 E 1st Street properties. In March 1953, a demolition permit was filed with the intent to demolish the 400-410 E 1st Street stores.

Geotechnical Engineering Group prepared a Supplemental Environmental Investigation for the Parker Center in April 2012, located approximately 688 feet west of the subject site. Benzene, toluene, and 1,3 Dichlorobenzene were found in 2 soil borings. At 2.5 ft benzene, toluene and 1,4 Dichlorobenzene concentrations were detected at 0.0033 mg/kg, 0.0013mg/kg, and 0.0014 mg/kg respectively. At 5 feet benzene was detected at 0.0039 mg/kg and toluene was detected at a concentration of 0.0016 mg/kg.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF16- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of listed impacted properties. During construction, the proposed excavation will likely encounter groundwater as the depth to groundwater is estimated at 27 feet. However, the nearby by impacted property contamination does not pose a threat to groundwater at the Site Location. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.NFF17– Century Blvd., 152 ft West of Aviation Blvd.

Topographic maps for the property are available from 1896 through 2022. The 1896 map shows the property on the railroad right-of-way that is in the N/S alignment. Increasing commercial development can be seen through 1964. Aerial photos are available from 1994 through 2022. The 1994 photo shows a large building on the property. The railroad is located east of the property (N/S alignment). The building is demolished by March 2011 and is occupied by a parking lot. The parking lot is removed in November 2014 and the dirt lot remains for construction. A new rectangular-shaped building appears in February 2021; the remainder of the property is paved.

Building permits for 5601 W. Century Blvd. were obtained from the City of Los Angeles Department of Building and Safety online database. Twenty-eight building permits are available for the property. The July 1941 permit states the building addition and relocation of the 5601 W. Century Blvd property to

5609 W. Century Blvd. The property was used as an aircraft factory. The May 1951 alteration permit states the use of the building as assembly of bicycle parts. The 5601 W. Century Blvd building demolition permit was filed in April 1959. In June 1961 the 5601 W. Century Blvd building is now utilized as a bowling alley. In October 2009 an application for building demolition for 5601 W. Century is filed.

Atlas Environmental Engineering prepared a Site Investigation Report for United Pacific, located 359 feet southeast of the subject site, in October 2018. TPHg was detected in soil samples at a maximum concentration of 540 mg/kg, TPHd was detected at a maximum concentration of 247 mg/kg. Ethylbenzene was detected at a maximum concentration of 0.52 mg/kg. Total xylenes were detected at a maximum concentration of 13.1 mg/kg. n-Propylbenzene was detected at a maximum concentration of 0.95 mg/kg. 1,3,5-Trimethylbenzene and 1,2,4-Trimethylbenzene were detected at maximum concentrations of 5.46 mg/kg and 13.1 mg/kg respectively. Tert-Butylbenzene and sec-Butylbenzene were detected at a maximum concentration of 3.17 mg/kg and 0.62 mg/kg respectively. P-Isopropyltoluene was detected at a maximum concentration of 0.18J mg/kg and n-Butylbenzene was detected at a maximum concentration of 3.3 mg/kg. Naphthalene was detected at a maximum concentration of 7.24 mg/kg. In groundwater, elevated levels of 1,1-DCE PCE, and TCE were collected that exceeded California Maximum Contaminant Levels. PEC was detected at 31.7 ug/L.

Delta prepared a Site Assessment Report for the 76 Service Station, located 373 feet southeast of the subject site, in August 2009. From the soil samples, TPH-d was detected at a concentration of 51 mg/kg and TPH-g was detected at a concentration of 40 mg/kg. MTBE was detected at a maximum concentration of 0.20 mg/kg. Toluene was detected at one soil boring location at 0.010 mg/kg. Ethylbenzene was detected at one soil boring location at 0.015 mg/kg. Total xylenes were detected at one soil boring location at 0.12 mg/kg. Delta recommends that the site be evaluated for closure under low risk criteria.

The L.A. City Geotechnical Services Group prepared a Site Assessment and Remedial Action for Fire Station 95, located 848 feet southwest of the subject site, in August 1994. In July 1992 the UST was removed from the site. The soil samples showed contamination from during the tank removal. Lead contamination ranged between 5.5 to 13.6 ppm. TPH-g ranged between 2,100 and 5,400 ppm. Benzene contamination ranged between 0.72 to 0.80 ppm. Toluene contamination ranged between 0.95 to 13 ppm. Ethylbenzene contamination ranged between 2.10 to 10 ppm. Xylene contamination ranged between 0.0085 to 159 ppm. In January 1994, 57 samples were taken from 10 borings and four additional samples were also taken. Soil removal is recommended for a maximum depth of 30 feet.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF17- Risk Designation: The Site Location is not a listed impacted property and is not located within 1,000 feet from a listed impacted property. The Site Location is considered in the low risk category due

to the deep depth to groundwater which is estimated at 53-55 feet, and further, no listed impacted properties were identified within 1,000 feet of the Site Location. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.NFF18– Southwest Aviation Blvd. and South of Arbor Vitae Street

Topographic maps for the property are available from 1896 through 2021. The 1896 map shows the property by the railroad right-of-way (N/S alignment). By 1981, the topographic map shows the 405 Freeway east of the property. Two rectangular-shaped buildings can be seen on the subject site. By 2002, the southern-most building of the northeast section of the property has been demolished. In March 2006, the building located in the east-central part of the subject site has been demolished and the area is graded. By April 2007, the area is repaved for additional parking. In July 2008, the rectangular-shaped building in the northeast corner of the property has been demolished and is paved for additional parking. Construction on the eastern section of the subject site begins in November 2014. Grading of the western section of the subject site begins in February 2016. A building is under construction on the north-central portion of the parcel in August 2017. The remainder of the property is paved and the Metro Division 16 yard appears completed in May 2019.

AMEC Environment & Infrastructure, Inc. prepared the Soil and Soil Vapor Investigation Report for the proposed Hertz bus maintenance building and Former Honeywell Aviation Site in April 2013, located approximately 136 feet east of the subject site. The investigation included four soil borings. PCE, TCE and benzene were detected at elevated concentrations. PCE was detected at a highest concentration of 13 ug/kg. TCE was detected at a highest concentration of 9.2 ug/kg and benzene at 1.3 ug/kg. The investigation also included three nested soil vapor wells. PCE was detected of concentrations up to 61 ug/L. TCE was detected in 13 of 16 soil vapor samples at concentrations of up to 69 ug/L. Carbon disulfide was detected at 1.2 ug/L. cis-1,2-dichloroethene was detected in one sample at a concentration of 1.5 ug/L. trans-1,2-dichloroethene was detected in two samples at concentrations up to 2.2 ug/L.

Roux Associates prepared a Revised Soil Remedial Action Plan for Aviation Inglewood (former Bodycote Hinderliter) in April 2022, located approximately 176 feet northeast of the subject site. Recent environmental investigations determined PCE and TCE are present in soil and soil vapor in shallow soil. PCE and TCE apparently did not impact groundwater and was concluded unlikely to become a source for vapor intrusion into future buildings. Excavation was determined an option for the shallow PCE and TCE contaminated fine-grained soils.

Ardent Environmental Group prepared a Confirmation Soil Sampling and Remedial Progress Report for Former King Delivery in May 2017, located approximately 182 feet south of the subject site. From January 2015 to June 2016 soil remediation via soil vapor extraction occurred on the site. Petroleum hydrocarbon concentrations decreased as a result. A confirmation soil boring was included in the report to evaluate the petroleum hydrocarbon concentrations. Monitoring wells are located on the subject site and fuel is present in groundwater.

PIC Environmental prepared a Subsurface Investigation Report for the Princeland Property 1237 W. Arbor Vitae Street, located approximately 197 feet northeast of the subject site. In November 2015, soil samples were collected as part of the investigation report. TCE was detected at a maximum concentration of 315 ug/kg at 65 feet deep. PCE was detected at a maximum concentration of 147 ug/kg at 65 feet deep. Groundwater samples were collected in four locations. In the GW1 location, TCE was detected at concentrations ranging between 76.7 ug/L and 214 ug/L. PCE concentrations were detected ranging from 22.4 ug/L to 216 ug/L. In the remaining three-groundwater sampling locations, TCE concentrations ranged from 197 ug/L to 295 ug/L. PCE concentrations ranged from 182 ug/L to 241 ug/L.

Ami Adini prepared a Remedial Progress Soil Sampling Report for the Estate of Mr. Harry Acquarelli in April 2012, located approximately 390 feet east of the subject site. For the soil samples collected, TPHg was detected at a highest concentration at 29,9000 mg/kg. Benzene was detected at a highest concentration at 151 mg/kg. Toluene was detected at a maximum concentration of 68.9 mg/kg. Ethylbenzene was reported at a maximum concentration of 445 mg/kg. Total xylenes concentrations were detected at a maximum of 4,130 mg/kg.

Delta prepared a Phase II Site Investigation Report for Alamo/National Car Rental Facility on 9020 Aviation Blvd. in February 2008, located approximately 667 feet north of the subject site. Four soil borings, 22 soil samples, were included as part of the Phase II Site Investigation. Delta determined that there does not appear to be any lateral or vertical impacts to subsurface soil and no further action is required for the site. The new parking structure and building is completed by November 2014.

Arcadis prepared a Supplemental Site Work Plan for the Johnson & Johnson Consume Inc. Property (5705 W. 98th St., 5771 W. 96th St.) in December 2021, located approximately 688 feet west of the subject site. In the soil samples, PCE and TCE were detected with maximum concentrations of 46.6 ug/kg and 3.70 ug/kg respectively from the southern portion of the property. In the site's parking area, PCE and TCE were detected at a maximum concentration of 38 ug/kg and 47 ug/kg respectively. Most VOCs and metals detected were below screening levels for commercial/industrial worker protection. In soil vapor samples, elevated concentrations of benzene, PCE and TCE were found.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that the 5630 W. Arbor Vitae Street is listed on the inactive UST database. CE has requested the file from LAFD though the LAFD has not responded to our request.

NFF18- Risk Designation: The Site Location is a listed impacted property (found on the LARWQCB LUST facility list, included within the Cortese List), and located within 1,000 feet of a listed impacted property. Therefore, the Site Location is considered high-risk due to the presence of a potential onsite UST. Additionally, depth to groundwater is estimated at 82 feet. Accordingly, Mitigation Measures HAZ MM-1 through HAZ MM-3 are proposed below.

3.NFF19– Northwest corner of Vermont Ave. and Beverly Blvd.

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows few residential dwellings and the railroad right-of-way in an E/W alignment south of the property. In 1920 the subject property is within a residential neighborhood. The railroad is no longer present south of the subject site. By 1953, the 101 Freeway is seen north of the property. Aerial photographs for the property are available from 1989 through 2021. In 1989 there are several buildings located on the property. By 1994, most of the buildings on the property have been demolished. In 2003, one building remains in the southeast corner of the property along with the Metro Station.

Building permits for 3801 Beverly Blvd. were obtained from the City of Los Angeles Department of Building and Safety online database. Three building permits are available for the property. The Application for Erection of Frame Buildings for 3801 Beverly Blvd. from March 1922 states the use of the building as a service station. The alteration permit from March 1937 states the property was used for offices. The alteration permit from August 1949 states the property was used for stores and an office.

Antae Group prepared a Site Assessment Report & Work Plan for the 76 Service Station at 304 N. Vermont Avenue in August 2014, located approximately 90 feet east of the subject site. Subsurface Water Assessment was included as part of the report. TPH-g was detected at concentrations ranging between 90 ug/L and 1,500 ug/L. MTBE was detected at concentrations ranging from 1.6 ug/L to 26 ug/L. TBA was detected at concentrations ranging from 13 ug/L to 43,000 ug/L.

Citadel prepared a Phase II Site Investigation Report for Jamison Properties on 200 N. Vermont Avenue in April 2019, located approximately 90 feet east of the subject site. Nine soil borings were included as part of the Phase II Report. In soil samples, TPHg was detected at a maximum concentration of 5.73 mg/kg. TPHd was detected at a maximum concentration of 678 mg/kg. TPH-O was detected at a maximum concentration of 1,180 mg/kg. Groundwater samples contained toluene at a concentration of 1.05 ug/L. Bromodichloromethane, chloroform, and dibromochloromethane were detected at concentrations of 3.00 ug/L, 3.22 ug/L, and 4.22 ug/L respectively.

Delta prepared a Final Remedial Action Plan and Soil Vapor Extraction, Well Installation Work Plan for Shell Service Station at 341 N. Vermont Avenue in February 2009, located approximately 285 feet north of the subject site. TPH-g was detected at a maximum concentration of 3,900 mg/kg in the unsaturated zone. Benzene was detected at a maximum concentration of 21 mg/kg. Toluene, ethylbenzene, and total xylenes were detected at maximum concentrations of 37 mg/kg, 62 mg/kg, and 257 mg/kg respectively. MTBE was detected at a maximum concentration of 260 mg/kg. TBA and DIPE were detected at maximum concentrations of 11 mg/kg and 1.3 mg/kg respectively. TAME was detected at a maximum concentration of 1.2 mg/kg. In the saturated zone, TPH-g was detected at a maximum concentration of 3.4 mg/kg. Benzene was detected at a maximum concentration of 1.2 mg/kg. Ethylbenzene, toluene, and total xylenes were detected at maximum concentrations of 9.4 mg/kg, 2.0 mg/kg, and 16.7 mg/kg respectively. MTBE and TBA were detected at concentrations of 11

mg/kg and 087 mg/kg respectively. DIPE and TAME were detected at maximum concentrations of 1.6 mg/kg and 0.073 mg/kg

Morgan & Associates prepared an Additional Site Assessment Report for the Former ARCO Station at 3737 Beverly Blvd. in October 2005, located approximately 471 feet east of the subject site. There were two petroleum contaminated impacted areas at 5 feet bgs and at 15 feet where TPH-g concentrations increase.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF19- Risk Designation: The Site Location is not a listed impacted property, and is located within 1,000 feet of a listed impacted property. During construction, the proposed excavation will likely encounter impacted groundwater and soil due to the presence of TPH. Further, the building permit listing indicated the site was historically used as a service station in 1922. Additionally, the depth to groundwater is estimated at 15-25 feet. Therefore, the Site Location is considered in the high risk category. Accordingly, Mitigation Measures HAZ MM-1 and HAZ MM-2 are proposed below.

3.NFF20– Southwest corner of Santa Monica Blvd. and Vermont Ave.

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows the property by the railroad right-of-way (E/W alignment). The 1920 map shows an increase in residential dwellings. By 1928 the railroad no longer passes through the vicinity of the property. In the 1953 map, Santa Monica Blvd. and North Vermont Ave can be seen intersecting at the property. Conditions remain similar through 2022. Aerial photos for the property are available from 1989 through 2021. The 2003 photo shows the subway station on the eastern side of the property.

SAIC prepared an Additional Site Assessment Report for Chevron Service Station, located 270 feet southeast of the subject site, in May 2011. One soil boring was included as part of the site assessment along with a newly installed groundwater well. For the soil samples, TPHg was detected at a maximum concentration of 40 mg/kg. Benzene, total xylenes, MTBE were detected at concentrations of 0.002 J mg/kg, 0.087 J mg/kg, and 0.007 mg/kg respectively. For the groundwater samples, TPHg, MTBE, and TBA were detected at concentrations of 540 ug/L, 33 ug/L, and 25 ug/L, respectively. Benzene, ethylbenzene, and total xylenes were detected at concentrations of 11 ug/L, 3 ug/L, and 3 ug/L, respectively. Site investigation and corrective action for the UST was confirmed in October 2014 upon case closure. As such, given the nearby NFA (case closed 2014) gas station to the southeast of the Site Location, concentrations of gasoline fuel constituents in shallow (<15 feet) groundwater is found to be *de minimus*.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles.

CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF20- Risk Designation: NFF20- Risk Designation: The Site Location is not a listed impacted property and is however, located within 1,000 feet from a listed impacted property. During construction, the proposed excavation will likely encounter groundwater as the depth to groundwater is estimated at 15 feet. However, the nearby by impacted property contamination does not pose a threat to groundwater at the Site Location due to the potential for *de minimus* concentrations of gasoline fuel constituents. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

3.NFF21– South of 4th St. 210 ft East of South Santa Fe Ave.

Topographic maps for the property are available from 1894 through 2022. The 1894 map shows the railroads with N/S alignments (east of the subject site) present on the west and east sides of the LA River banks. The 1953 topographic map shows three oil tanks southwest of the subject site. Three gas tanks are located north of the subject site by Aliso St. An additional gas tank is located southwest of the subject site. Aerial photographs for the property are available from 1994 through 2021. The 2003 photo shows a storage yard located on the subject site. The storage yard is removed, and the property is graded in July 2007. A rectangular-shaped building appears in the southern portion of the property in August 2012 the remainder of the southern portion is paved for parking. In October 2016, the square-shaped building appears in the northern portion of the property.

Building permits for 500 S. Santa Fe Ave. were obtained from the City of Los Angeles Department of Building and Safety online database. Seven building permits are available for the property. The August 2015 grading permit states a site preparation, excavation, removal, and recompaction for a new 4-story building. Additionally, a parking garage will be a part of the new building. The building permit from January 2016 proposes that the 500 S. Santa Fe Ave. building will be used for offices, and for a private and public garage.

Kleinfelder prepared a Removal Action Completion Report in March 2016 for At Mateo at 555 Mateo Street, approximately 740 feet southwest of the subject site. Concentrations of TPH constituents exceeded the lowers RSLs for residential land use and/or LARWQCB MSSSLs in shallow soil. Four sites located contained lead and cadmium concentrations that exceeded the residential SL. Ten soil samples were included as part of the report. Cadmium was detected at concentrations ranging from 7.01 mg/kg to 1,000 mg/kg. Lead was detected at a concentration of 2,300 mg/kg in the surface sample. For soil vapor, the maximum detected benzene and PCE concentration were 0.0369 ug/L and 0.154 ug/L, respectively.

Arcadis prepared a Completion Report for the Removal of Underground Storage Tanks and Excavation of Shallow Impacted Soil Area for the Former Butterfield Property at 590 S. Santa Fe Avenue, located 714 feet southeast of the subject site, in March 2016. Six confirmation samples were taken. Benzene was detected in one confirmation sample at a concentration of 1.3 ug/kg. Ethylbenzene was detected

in two confirmation samples at 1.1 ug/kg and 1.4 ug/kg. Toluene was detected in two soil confirmation samples at 0.94 ug/kg and 1.5 ug/kg. TPH-g and TPH-d were detected at concentrations of 0.726 mg/kg and 6.78 mg/kg, respectively. The six confirmation samples reported VOC concentrations below the cleanup goal for groundwater protection.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF21- Risk Designation: While the Site Location is not a listed impacted property and there are no listed impacted sites within 1,000 feet, the Site Location is considered to be within the high-risk category due to the presence of an oil well (as indicated on CalGEM) within 220 feet of the Site Location. Additionally, depth to groundwater is estimated at 64 feet. Accordingly, Mitigation Measures HAZ MM-1 through HAZ MM-3 are proposed below.

3.NFF22– Northwest corner of East 7th Street and South Alameda

Topographic maps for the property are available from 1894 through 2022. In the 1894 map shows the railroad (N/S alignment) west of the subject site. The railroads (N/S alignments) on the east and west side of the LA Riverbanks can be seen east of the subject site. Surrounding the subject site are residential dwellings. By 1928, further commercial and industrial development surrounds the property. In the 1953 map, a gas AST is located southeast of the subject site, east of Alameda St. The 1966 map indicates the presence of the 10 Freeway south of the property and the 101 Freeway north of the property. Conditions remain similar through 2022. Aerial photographs for the property are available from 1994 through 2021. The 1994 photograph shows multiple buildings on the property. The southernmost portion of the subject site is unoccupied. The unoccupied portion is graded and paved by December 2005 and is used for truck parking.

Building permits for 1371 E. 7th St. and 1367 E. 7th St. were obtained from the City of Los Angeles Department of Building and Safety online database. Five building permits are available for 1371 E. 7th St. One building permit is available for 1367 E 7th St. The July 1960 Certificate of Occupancy states the 1345-1375 addresses were used as a parking lot. The August 1960 Certificate of Occupancy states the 1-story building located at 1345-1375 E 7th St. will be a repair garage, rubber tire shop, and truck service. In July 1999 an application for demolition was filed for 1371 E. 7th St. The existing use of the property was a car wash. In November 2001, a building permit and certificate of occupancy was issued for 1367 E 7th St. The proposed use of the land was for public parking and truck/bus parking.

The RETEC Group and Parsons prepared a Supplemental Removal Action Workplan for the former Alameda MGP Site at 725 Channing Street in April 2004, located approximately 161 feet southeast of the subject site. Confirmation soil samples will be collected following excavation.

TRC prepared an Additional Site Assessment Report and SVE Pilot Test Work Plan for the Metro Division 1 Bus yard Maintenance Facility at 1130 E. 6th in July 2006, located approximately 288 feet north of the subject site. Eight soil samples were completed as part of the site assessment. Low to moderate concentrations of TPH and MTBE were detected. TPH was detected at a concentration of 14 mg/kg. MTBE was detected at concentrations ranging from 0.0041 mg/kg to 0.11 mg/kg.

Strata Environmental prepared a Report of Investigation Activities for Greyhound Lines, Inc. at 1614 E. 7th Street in April 2016, located approximately 474 feet east of the subject site. Twelve soil samples were included in the report. TPH-DRO concentrations were detected at concentrations ranging from 1.0 to 14 mg/kg in nine of the twelve soil samples. Benzene was detected at concentrations ranging from 0.0011 mg/kg to .0033 mg/kg in four samples. Toluene was detected at concentrations of 0.0013 mg/kg and 0.0012 mg/kg.

The City of Los Angeles Fire Department (LAFD) publishes lists of records for active and inactive underground storage tanks (USTs) and hazardous materials inventories within the city of Los Angeles. CE's review of the lists released by the LAFD indicates that no files are maintained for the subject property address.

NFF22- Risk Designation: The Site Location is not a listed impacted property, but is however, located within 1,000 feet of listed impacted properties. During construction, the proposed excavation will not likely encounter impacted groundwater as the depth to groundwater is estimated at 123 feet. Therefore, the Site Location is considered in the low risk category. Accordingly, Mitigation Measure HAZ MM-1 is proposed below.

4.0 CONCLUSIONS AND RECOMMENDATIONS

Fifty-six (56) future Site Locations were evaluated for environmental concerns associated with the potential for soil and groundwater contamination. The sites are designated as either FF (freeway facing) or NFF (non-freeway facing). The proposed TCN structures would be located adjacent to freeways and major roadways on Metro-owned properties. The majority of the TCN Structures would be located within commercial/industrial areas where there is a mix of uses such as manufacturing, warehouse, retail, studios, storage, and surface parking, although some may be near or adjacent to residential uses. Many of the FF sites are unpaved and undeveloped while the NFF locations are mostly covered and improved with pavement such as asphalt or concrete. Site environmental conditions were ascertained through review of California Geologic and Energy Management (CalGEM, oil wells) data, review of building permit records for the subject or adjacent parcels, and review of environmental assessment reports obtained online from the GeoTracker/Envirostor websites. The available online assessment reports often contained depth to groundwater data, groundwater flow directions and measurement of water quality parameters. Some sites or adjacent properties were listed on regulatory database lists (listed impacted properties), such as the LAFD current and historical UST case files, and in such instances the files were requested if other sources (such as GeoTracker/Envirostor) did not

contain the UST information. Some of the environmental reports reviewed contained soil and soil gas assessment data helpful in understanding the risk at the project sites. Historical topographic maps and historical aerial imagery were also used to assess the historical uses of the proposed TCN locations.

All 56 proposed Site Locations will require implementation of a general Soil Management Plan (SMP)/Health and Safety Plan (HASP) during construction activities. The proposed TCN locations were divided into two groups, either low risk or high risk, based upon the following criteria. Generally, a proposed TCN location is considered low risk if (1) there is no evidence of significant soil contamination at a concentration that would present an immediate health and safety concern, primarily for workers, though, it should be recognized that low concentrations of the primary COC's will likely be present in shallow soil due to the urban and industrial nature of the proposed locations. (2) Groundwater is anticipated to be deeper than the proposed future foundation elements. (3) There were no potential subsurface hazards such as USTs or oil wells identified on or within close proximity to the particular TCN site, and (4) no evidence was obtained to suggest toxic or ignitable vapors would be present (at concentrations that would require worker protection) during excavation activities at the TCN sites. A high-risk site is determined by the presence of one or more of the following conditions. (1) If a potentially dangerous substructure(s) such as USTs or oil wells are present on or within close proximity to the site. (2) If there is a likely presence of elevated concentrations of COC's that would typically include: TPHv, PAHs, lead, arsenic, and VOCs. (3) The likely presence of COCs above risk-based concentrations in groundwater shallower than the depth of the foundational element, such as a pile, and (4) the likely presence of toxic or ignitable vapors (above concentrations requiring worker protection) during drilling excavation of future foundations. It should be recognized that all sites should be cleared of subsurface utilities using appropriate methodologies.

CE recommends Mitigation Measure HAZ MM-1 be implemented for all 56 proposed Site Locations and would implement a general Soil Management Plan (SMP)/Health and Safety Plan (HASP), which includes a pre-construction subsurface utility evaluation (equipment capable of detecting utilities up to 5 feet deep), during construction activities. Additionally, CE recommends Mitigation Measure HAZ MM-2 be implemented for nineteen (19) of the 56 TCN sites (FF-01, FF-02, FF-03, FF-4, FF-05, FF-06, FF-13, FF-14, FF-29, FF-30, NFF-01, NFF-02, NFF-03, NFF-08, NFF-12, NFF-13, NFF-18, NFF-19, and NFF-21) that were identified as high risk and require further evaluations including soil/vapor screening during the geotechnical testing prior to construction activities. Finally, CE recommends Mitigation Measure HAZ MM-3, which includes a detailed geophysical evaluation for four (4) TCN locations due to the proximity of suspect oil wells and the possibility of USTs being located on the parcels (FF-04, NFF-03, NFF-18, and NFF-21). Detailed geophysical evaluations include other methods including pipe locations, total field magnetic anomaly testing, used for oil well and UST location determination, and the use of ground penetrating radar.

The following table summarizes the mitigation measures recommended for the proposed TCN locations. The mitigation measures include, depending on the location, implementation of a general Soils Management Plan (SMP/HASP), geophysical evaluations and soil/vapor during the geotechnical testing but before the construction activities.

TCN SITES MITIGATION MATRIX				
TCN Sites	SMP/HASP	Geophysical Evaluation for Utilities	Enhanced Geophysical Evaluation for USTs and Oil Wells	Soil Sampling during Geotechnical Evaluation
Thirty-seven (37) Low Risk Sites*	X	X	---	---
Fifteen (15) High Risk Sites with Potential Soil/GW Impacts**	X	X	---	X
Four (4) High Risk Sites with Oil Wells/USTs***	X	X	X	X
* FF-07,FF-08,FF-09,FF-10,FF-11,FF-12,FF-15,FF16,FF-17,FF-18,FF-19,FF-20,FF-21,FF-22,FF-23,FF-24,FF-25,FF-26,FF-27,FF-28,FF-31,FF-32,FF-33,FF-34,NFF-04,NFF-05,NFF-06,NFF-07,NFF-09,NFF-10,NFF-11,NFF-14,NFF-15,NFF-16,NFF-17,NFF-20,NFF-22				
** FF-01,FF-02,FF-03,FF-05,FF-06,FF-13,FF-14,FF-29,FF-30,NFF-01,NFF-02,NFF-08,NFF-12,NFF-13,NFF-19				
*** FF-04, NFF-03,NFF-18,NFF-21				

The Soil Management Plan (SMP) with associated Health and Safety Plan (HASP), under separate cover, will include specific recommendations depending on the Site Location for soil/vapor sampling and testing of soil samples obtained during the future geotechnical sampling activities. It is anticipated the geotechnical sampling will be performed prior to construction activities. The SMP will specify the analytical tests and soil sampling intervals. The soil analytical data generated will be used to assist the future contractor to properly classify and dispose of the soil generated during the construction process. The HASP will also be updated as required based on the results of the analytical testing.

The purposes of the geophysical investigations are to clear the site of buried utilities and to identify buried substructures, specifically oil wells and USTs. The geophysical investigations may include the use of the following instruments or equivalent instruments at each site; a Geonics model Electro-Magnetics M61-MK2 (EM61-a high sensitivity, high resolution, and time domain metal detector suitable for the detection of both ferrous and non-ferrous metal), GSSI SIR 4000 Ground Penetrating Radar (GPR), Schonstedt, model GA-52C magnetic gradiometer (pipe locator), Fisher M-Scope TW-6 pipe and cable locator, Vivax vLoc3-Pro line tracer, and a StoneX S700A global navigation satellite system (GNSS) receiver unit for spatial control. These instruments provide real-time results and facilitate the delineation of subsurface features.

The EM61 instrument is a high resolution³, electromagnetic (EM) time-domain device for detecting buried conductive objects. It consists of a powerful transmitter that generates a pulsed primary magnetic field when its coils are energized, which induces eddy currents in nearby conductive objects. The decay of the eddy currents, following the input pulse, is measured by the coils, which in turn serve as receiver coils. The decay rate is measured for two coils, mounted concentrically, one above the other. By making the measurements at a relatively long-time interval (measured in milliseconds) after termination of the primary pulse, the response is nearly independent of the electrical conductivity of the ground. Thus, the instrument is a very sensitive metal detector. Due to its unique coil arrangement, the response curve is a single well-defined positive peak directly over a buried conductive object. This facilitates quick and accurate location of targets. Conductive objects to a depth of approximately 11 feet generally can be detected.

The GPR instrument beams energy into the ground from its transducer/antenna, in the form of electromagnetic waves. A portion of this energy is reflected back to the antenna at boundaries in the subsurface across which there is an electrical contrast. The recorder continuously makes a record of the reflected energy as the antenna is moved across the ground surface. The greater the electrical contrast, the higher the amplitude of the returned energy. The EM wave travels at a velocity unique to the material properties of the ground being studied, and when these velocities are known, or closely estimated from ground conductivity values and other information, two-way travel times can be converted to depth. Penetration into the ground and resolution of the GPR images produced are a function of ground electrical conductivity and dielectric constant. Images tend to be graphic, even at depths to 20+ feet in sandy soils, but penetration and resolution may be limited in more conductive clayey moist ground.

The magnetic gradiometer has two fluxgate magnetic fixed sensors that are passed closely to and over the ground. When not in close proximity to a magnetic object, that is, only in the earth's field, the instrument emits an audible signal at a low frequency. When the instrument passes over buried iron or steel objects (so that the field is significantly different at the two sensors) the frequency of the emitted sound increases. Frequency is a function of the gradient between the two sensors.

The M-Scope TW-6 device energizes the ground by producing an alternating primary magnetic field with alternating current (AC) in the transmitting coil. If conducting materials (including soils) are within the area of influence of the primary field, AC eddy currents are induced to flow in the conductors. A receiving coil senses the secondary magnetic field produced by these eddy currents, and outputs an audio response. The strength of the secondary field is a function of the conductivity of the object, its size, and its depth and position relative to the instrument's two coils. Conductive objects to a depth of approximately 10 feet are sensed. Also, the device is somewhat focused, that is, it is more sensitive to conductors below (and above) the instrument, than to conductors off to the side.

Where risers are present, the Vivax vLoc3-Pro utility locator transmitter can be connected to the object, and a current is impressed on the conductor pipe or cable. The receiver unit is tuned to this same frequency and is used to trace the pipe's surface projection away from the riser. The transmitter

and receiver can also be used in a non-connect (induction) mode, whereby the transmitter is positioned on the ground and an electromagnetic signal is emitted. In the presence of buried metal pipes and wires, a discrete signal will be induced on the conductor that can be sensed by the receiver. In addition, the instrument may be used in the passive mode, whereby radio and 60 Hz electromagnetic signals produced by communication and live electric lines are detected.

The primary COCs likely to be encountered at all sites (due to the nature of the nearby railway-right-of-ways and city streets) include TPHd, TPHo, arsenic, lead, chromium and PAHs. High-risk sites are known to also contain solvent hydrocarbons (primarily PCE/TCE and breakdown by-products) and gasoline. Site-specific health/safety, soil management and soil handling protocols for all sites will be provided under separate cover in the SMP/HASP.

This report is subject to the following **NOTICE**:

5.0 OPINION OF ENVIRONMENTAL PROFESSIONAL

All properties are subject to some element of environmental risk and the risk cannot be eliminated. Industrial and commercial properties developed prior to modern environmental laws are especially risk prone to environmental hazards which include, but are not limited to, wastes which may be toxic, ignitable, corrosive or reactive. The potential for these environmental hazards to impact the use of the property can be reduced by the identification and mitigation of the hazards prior to development or redevelopment of the property. Due to the difficulty in locating underground wastes, in some cases it is not always possible to ascertain that hazardous wastes are present on the property prior to development.

A screening environmental assessment does not utilize subsurface exploration to check for the presence of hazardous wastes on the property. The experience of the assessor, along with the research of available reports, aerial photographs and land use records are used to evaluate the potential for hazardous wastes to occur on the site. Based on the information gained from the historical research, subsurface exploration may be recommended to check for the presence of hazardous wastes. Preexisting environmental problems such as the presence of hazardous wastes in the soil or groundwater, can be concealed by grading activities and site improvements. If such wastes are present these wastes cannot be observed.

The undersigned, Charles I. Buckley declares that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in Section 312.10 of 40 CFR 312 and I have the specific education, training, and experience necessary to exercise professional judgment to develop opinions and conclusions regarding conditions indicative of releases or threatened releases on, at, in, or to a property, sufficient to meet the objectives and performance factors in §312.20.

This report was prepared with the skill and competence as commonly used by environmental professionals in this area. No warranty, expressed or implied, of any kind is made or intended in connection with this report, or by the fact you are being furnished this report, or by any other oral or written statement.

Should you have any questions or desire any additional information, please contact the undersigned.

Respectfully submitted,



Charles I. Buckley
Professional Geologist No. 4035
Certified Engineering Geologist No. 1250
Certified Hydrogeologist No. 55



Maya C. Schwartz
Student Geologist Trainee

6.0 REFERENCES AND QUALIFICATIONS

1. ASTM International, Designation: E1527-13, *Standard Practice for Environmental Site Assessment: Phase I Environmental Site Assessment Process*, 2013.
2. ASTM International, Designation: E2600-10, *Standard Practice for Assessment of Vapor Encroachment into Structures on Property Involved in Real Estate Transactions*, 2010.
3. DTSC, Preliminary Endangerment Assessment Guidance Manual, January 1994 Revised October 2015.
4. City of Los Angeles Fire Department, *File Review*, July 2022.
5. RWQCB, *Geotracker File Reviews*, July 2022.
6. DTSC, *Envirostor File Reviews*, July 2022.
7. Google Earth Aerial Photos, July 2022.
8. USGS Historical Topographic Maps, USGS Archives. July 2022.
9. California Geologic Energy Management Division (CalGEM), *Well Finder Database*, July 2022.
10. *Cortese Lists*, DTSC website, August 2022.



CHARLES I. BUCKLEY, JR.

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EDUCATION:

- **Masters** Work in Hydrogeology
California State University, Los Angeles, 1980-1988
- **Bachelor of Science**, Engineering Geology
University of California, Los Angeles, 1978

REGISTRATIONS AND APPOINTMENTS:

- State Mining and Geology Board, State of California, Dept. of Conservation, Former Member, (Appointed by Gov. Pete Wilson and State Senate confirmed to 4 year term, 1997-2001)
- State of California, Certified Hydrogeologist, No. 55
- State of California, Professional Geologist No. 4035
- State of California, Certified Engineering Geologist No. 1250
- CA Contractors State License Board #732377A-Haz

PROFESSIONAL EXPERIENCE:

Jan 88-Present CALIFORNIA ENVIRONMENTAL
CEO - Principal Hydrogeologist

- Founded California Environmental in January of 1988. Clients include Fortune 500 Corporations, County Government, Municipal Agencies, Financial Institutions, Land Developers, and Consultants. Principal Investigator for groundwater supply and groundwater contamination investigations. Project leader for groundwater remediation at a State of California Superfund Sites. Principal hydrogeologist for design and implementation of a groundwater-monitoring network for an existing Sanitary Landfill. Lead investigator to delineate structure of a California Groundwater Basin; Pioneered use of a cost effective soil/gas vapor technique used to track groundwater plumes. Conducted over 3,400 Phase I Environmental Investigations in California. These investigations included the use and interpretation of historic topographic maps, Sanborn Insurance Maps, aerial photography, and other historic data sources. Successfully completed remedial clean-up on 500+ sites in southern California; including impacts associated with fuels, PCBs, metals, asbestos and chlorinated solvents. Expert consultant for environmental impairment of soil and groundwater: Expert for the Port of Los Angeles, L.A. County Counsel, L.A. City Recreation and Parks and private attorneys.



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PROFESSIONAL EXPERIENCE: (continued)

Mar 84-Dec 87 KOVACS-BYER AND ASSOCIATES
Manager Environmental Services Group

- Spearheaded the development into the groundwater and environmental segments of consulting market. Ascended from project geologist status to manager of Environmental Services Group. Responsible for all aspects of project management including; organization and staffing, developing technical requirements needed to complete projects, client and agency liaison.
- Provided technical leadership for groundwater testing including design and analysis of aquifer pump tests. Lead Geotechnical Investigator for remedial repair of complex landslide terrains. Prepared Seismic Analysis for critical facilities. Recommended specialized drainage systems for abatement of groundwater problems. Project Consultant for award winning projects on which severe geotechnical problems were overcome.

Mar 80-Mar 84 GEOTECHNICAL SERVICES GROUP
BUREAU OF ENGINEERING
CITY OF LOS ANGELES
Assistant Engineering Geologist

- Performed geologic mapping in hillside areas of the City of Los Angeles. Reviewed Geotechnical Reports submitted to the City of Los Angeles for private development. Directed landslide investigations. Prepared Expert Opinion documents regarding groundwater and geologic issues for the City Engineer and City Attorney. Conducted field monitoring of known landslides within the City of Los Angeles.

Aug 79-Mar 80 UNITED STATES GEOLOGICAL SURVEY
Field Assistant

- Assisted in geological mapping for a uranium resource development project sponsored by the Department of Energy and the United States Geological Survey.



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CONTINUING EDUCATION:

- "Advanced Data Analysis Techniques for Evaluating and Quantifying Natural Attenuation for Remediation of Contaminated Sites", NGWA Short Course, March 2007.
- "Technical Guidance for Indoor Air Vapor Intrusion", Severn Trent Laboratory, San Pedro, CA, 1/2005.
- "Low Cost Remediation Techniques", AGSE, San Francisco, CA 2002.
- "Remediation of MtBE", AGSE, Anaheim, CA 2002.
- "Assessment and Management of MtBE Impacted Sites", San Francisco, January 1999.
- "Workshop on MtBE Water Issues", Los Angeles, June 1997.
- "Management Action Programs Seminar", Newport Beach, November 1996.
- "ACWA - Groundwater Workshop", Monterey, June 1995.
- "SeSoil Modeling Workshop" GSC, San Francisco, CA, October 1994
- "Groundwater Monitoring and Remediation", Short Course AEG, October 1992
- "Microbial Processes in Biodegradation", AGSE, Albuquerque NM, February, 1991
- "Introduction to Groundwater Geochemistry", National Water Well Association, San Francisco, CA 1988
- "Fate and Transport of Contaminants in the Subsurface", United States Environmental Protection Agency, San Francisco, CA, December, 1987.
- "How to Monitor and Sample the Vadose Zone "National Water Well Association, San Diego, CA, 1988.
- "Treatment Technology for Contaminated Groundwater" UCLA Fall, 1986.
- "Groundwater Contamination Detection, Monitoring and Cleanup", UCLA, April, 1986.
- "Introduction to Groundwater Modeling", National Water Well Association, Fullerton, CA 1985.

ORAL PRESENTATIONS AND SEMINARS:

- "Environmental Geology and Hydrogeology", Guest Undergraduate Course Lecturer, UCLA Department of Geology, ESS Class 139, Spring 2017.
- "Environmental Issues and Careers", Guest Lecturer, USC Department of Geology, Spring 1992.
- "Overview of Environmental Regulations, State and Federal Laws" Guest Lecturer, University of Southern California, 1991.
- "Environmental Risks and Underground Tank Leaks, Commercial Property Inspection" California Real Estate Inspectors Association, California, May, 1988/2015
- "Modified Technique for Soil/Gas Surveys to Detect Groundwater Contamination". Association of Engineering Geologists, Southern California Section meeting. December, 1987.



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ORAL PRESENTATIONS AND SEMINARS (Continued):

- "Historic Aerial Photographic Evidence of Landslide Development, Potrero Canyon, CA."
Association of Engineering Geologists Annual Meeting, San Francisco, CA., October, 1986.

PROFESSIONAL PAPERS:

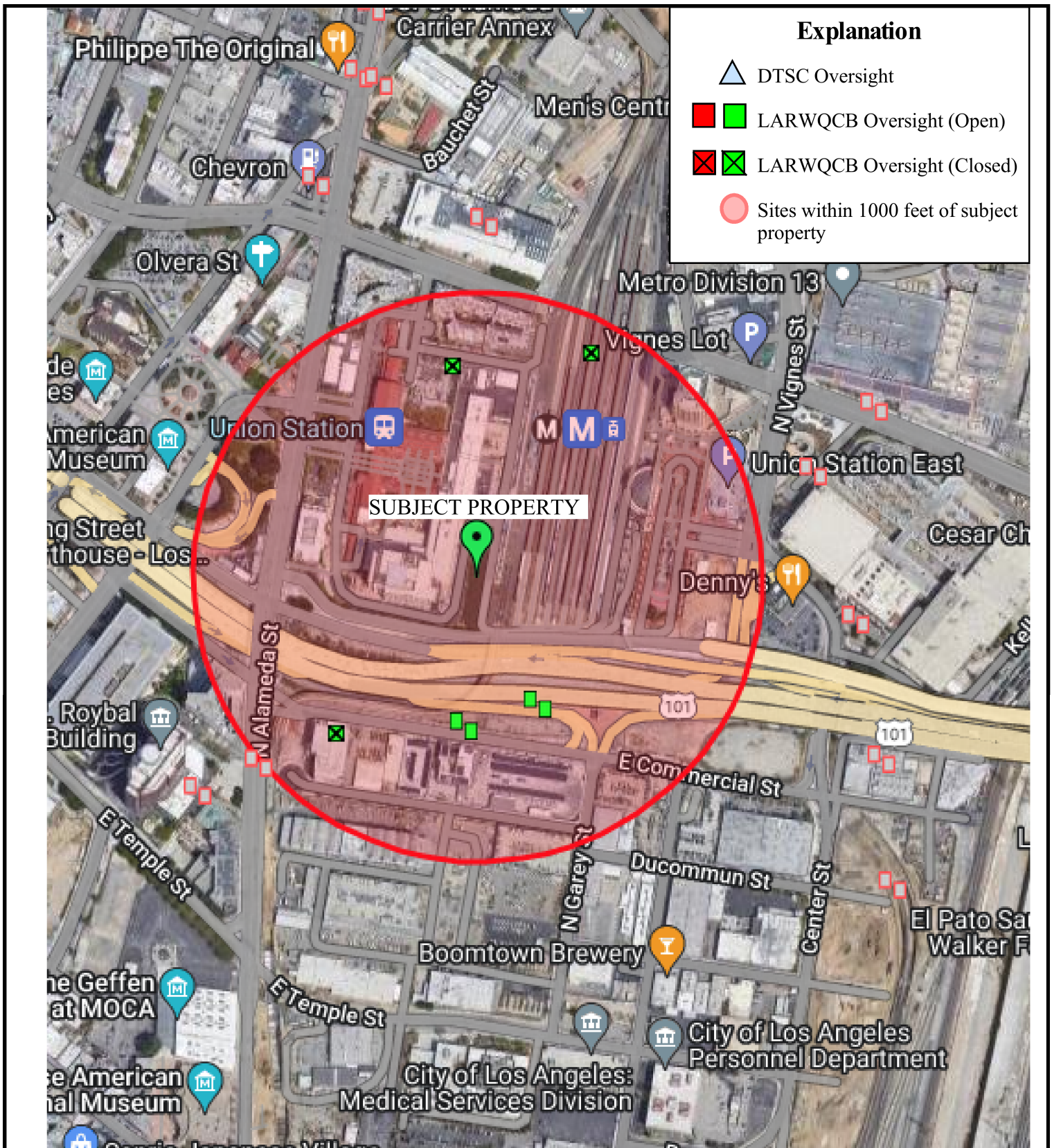
- "Geology, Landslides and Slope Stabilization, Potrero Canyon Park, Pacific Palisades, CA."
Association of Engineering Geologists Guidebook, June 20, 1987.
- "Red Rose Landslide Stabilization, 3358-3400 Red Rose Drive, CA., with Hollingsworth, R.A.; Association of Engineering Geologists Guidebook. June 20, 1987.
- "Residential Development and Landsliding, Castellammare Mesa area, Los Angeles, CA."
Association of Engineering Geologists Guidebook June 2, 1984.

AFFILIATIONS:

- Association of Engineering Geologists.
- Association of Groundwater Scientists and Engineers.
- California Groundwater Association.
- Hazardous Waste Association of California.
- Hydrology Section-American Geophysical Union.
- National Water Well Association

ILLUSTRATIONS

Figures 1-56



References: GeoTracker

NO SCALE

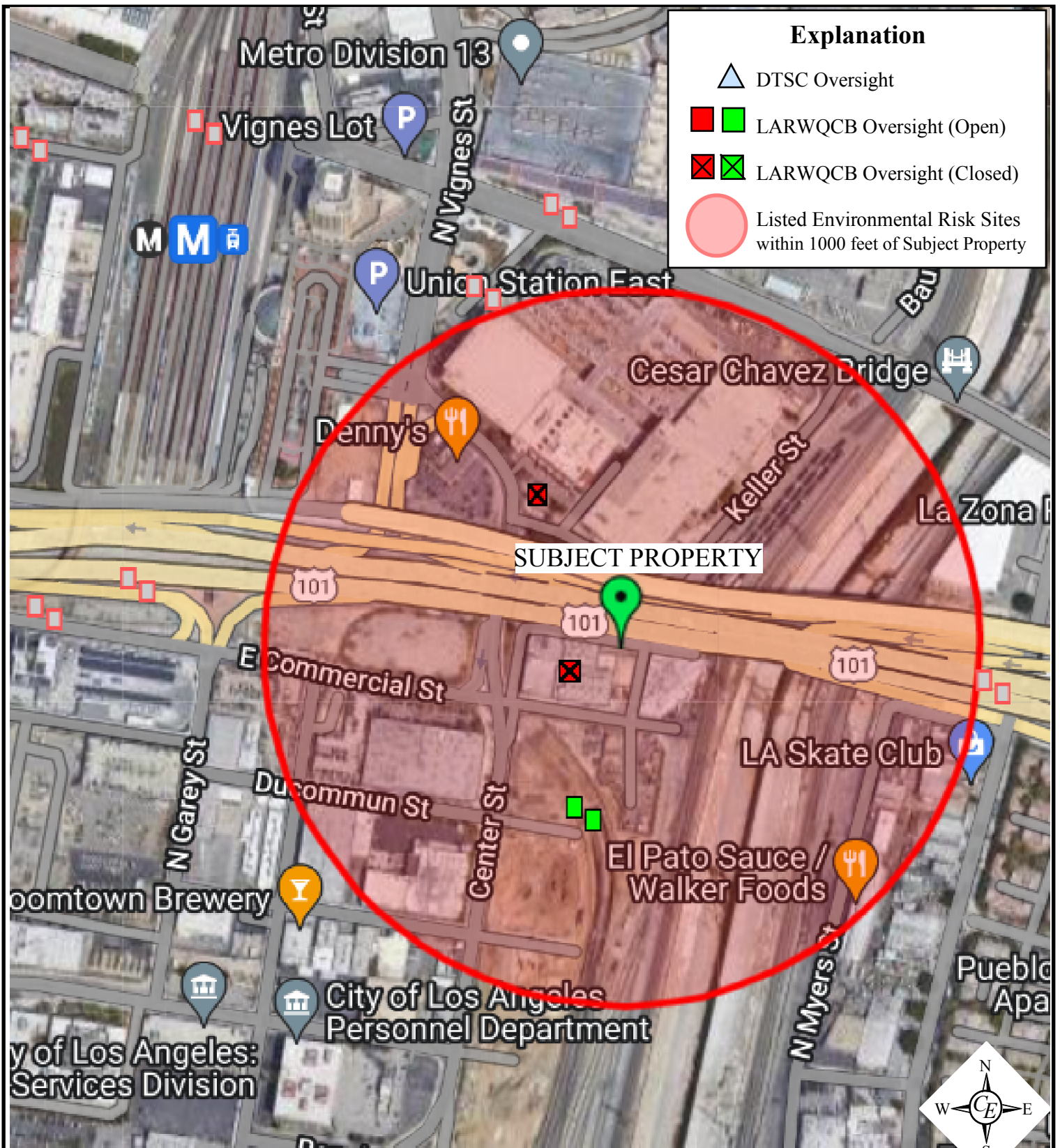


FIGURE 1- SITE FF-01
Vicinity of 700 N Alameda Ave
Los Angeles, CA 90012

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

3436 Plot Plan



Reference: GeoTracker

No Scale

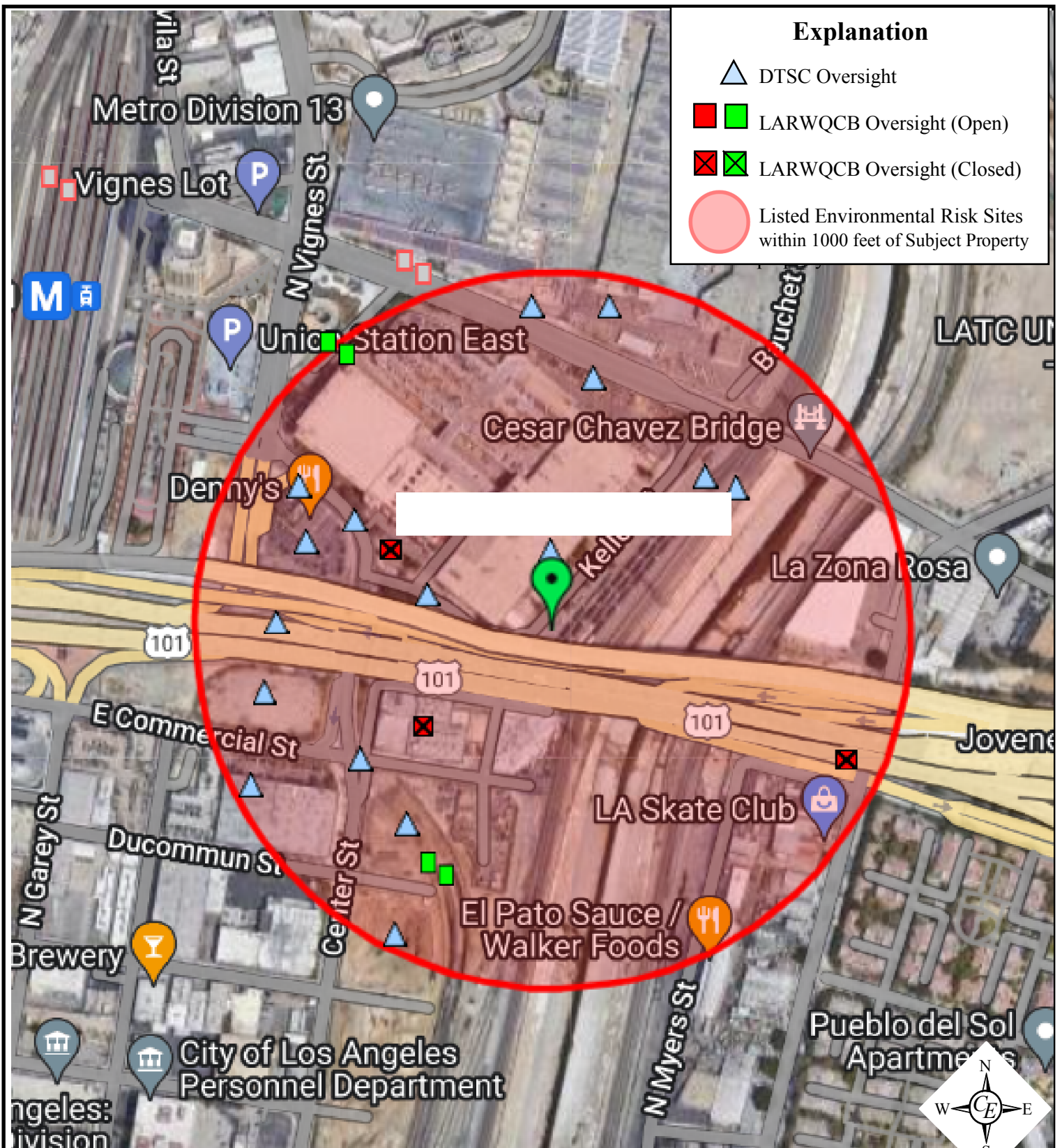


FIGURE 2- SITE FF-02
Vicinity of 801 E Commercial St.
Los Angeles, CA 90012

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*

3643 Plot Plan



Reference: GeoTracker

No Scale

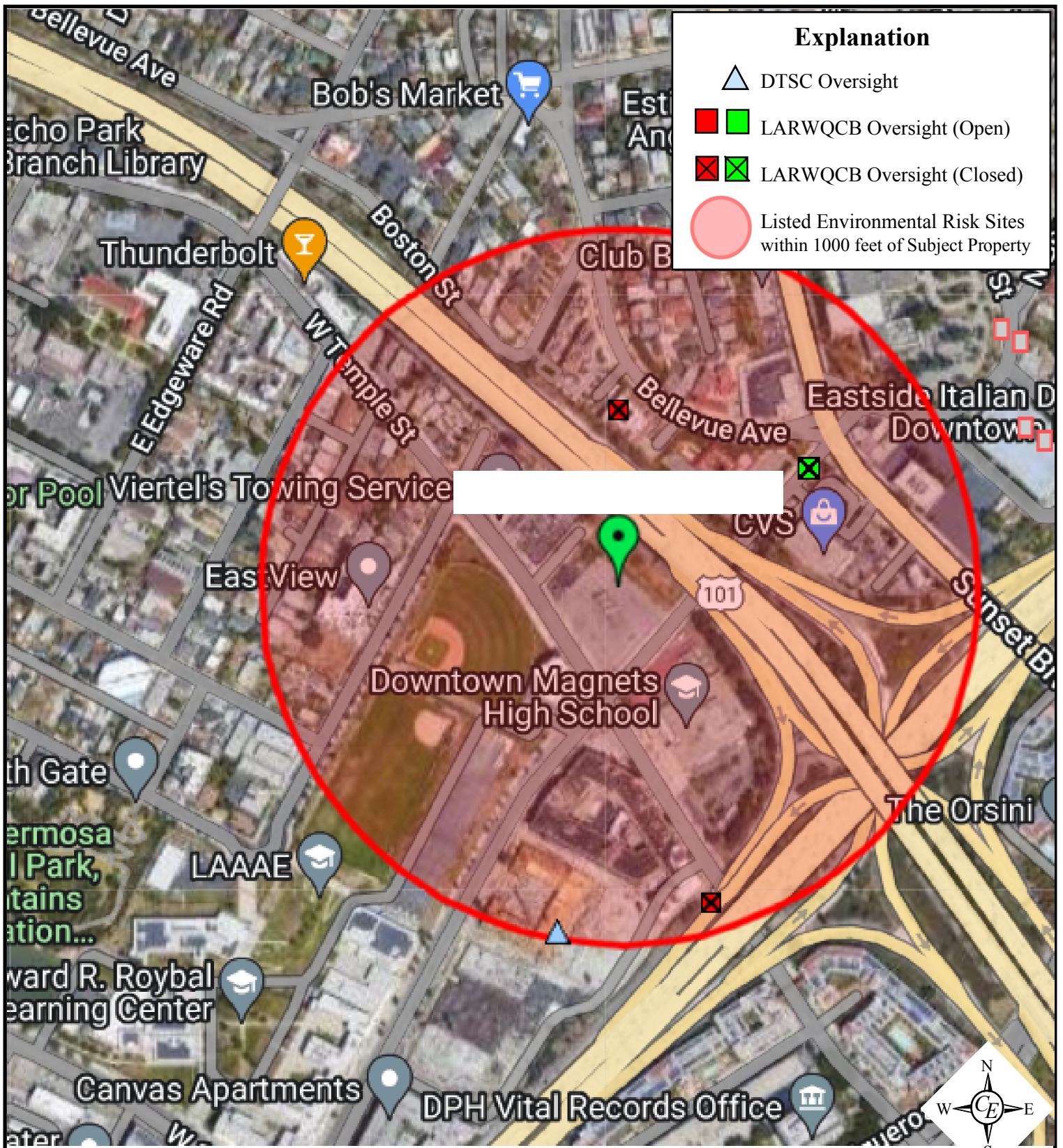


FIGURE 3- SITE FF-03
Vicinity of 664 Keller St.
Los Angeles, CA 90012

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*

3643 Plot Plan



Reference: GeoTracker

No Scale

FIGURE 4- SITE FF-04
Vicinity of 1125 W. Temple St.
Los Angeles, CA 90012



Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*

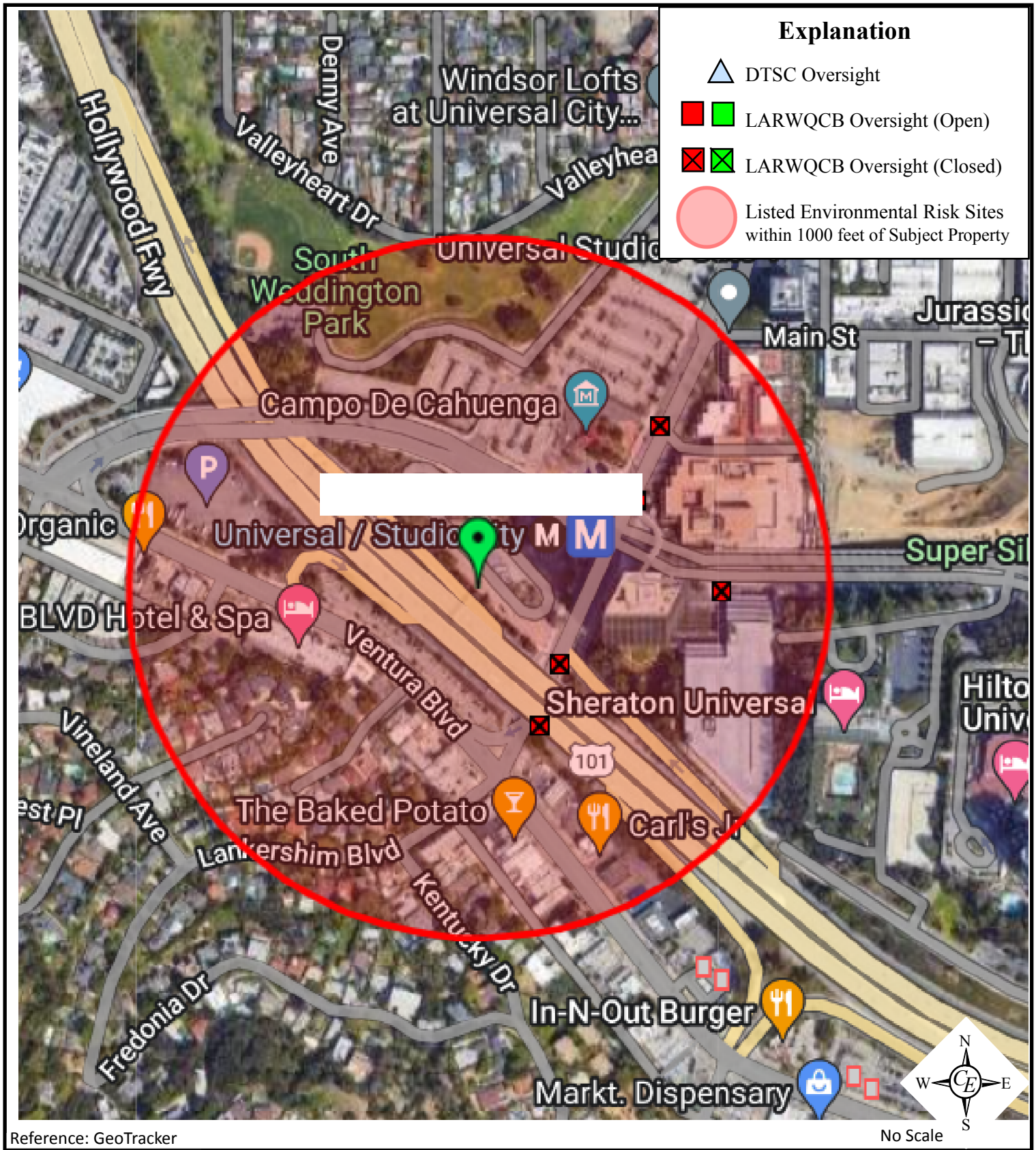
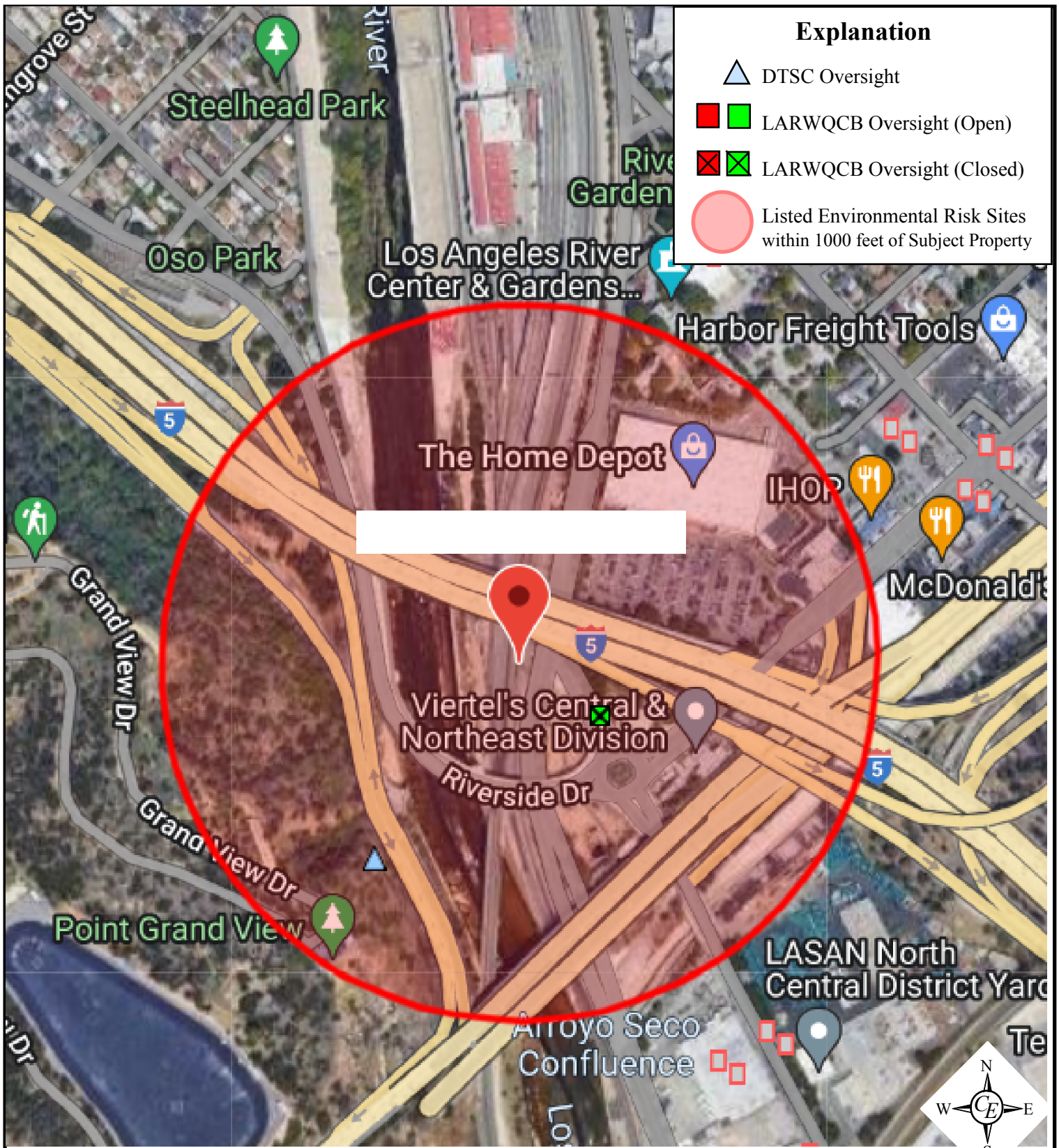


FIGURE 5- SITE FF-05
 Vicinity of 10 Universal City Plaza
 Los Angeles, CA 91608

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

3643 Plot Plan



Reference: GeoTracker No Scale

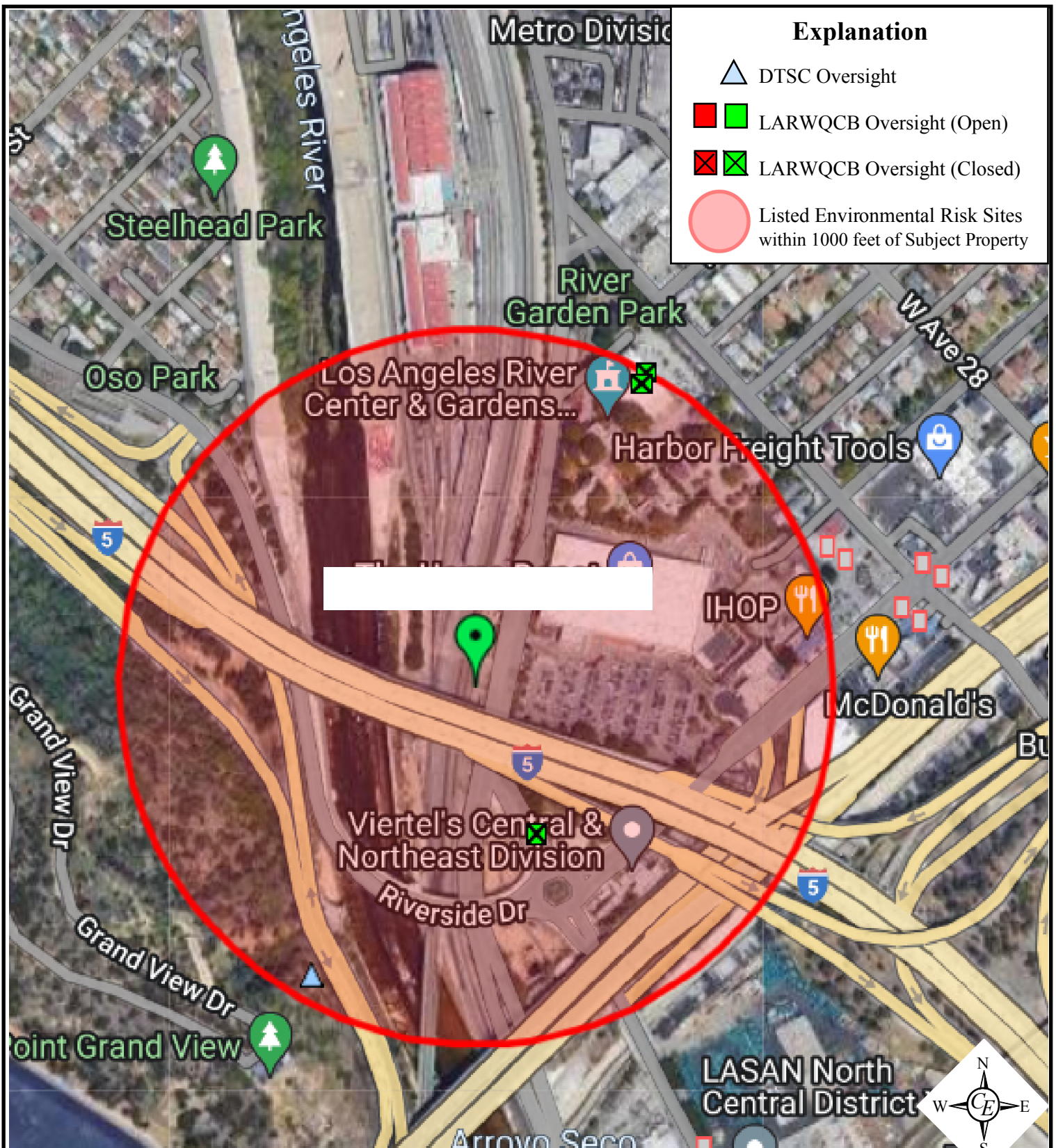


FIGURE 6- SITE FF-06
Vicinity of 53 North Ave 19
Los Angeles, CA 90065







Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*

3643 Plot Plan



Explanation

-  DTSC Oversight
-   LARWQCB Oversight (Open)
-   LARWQCB Oversight (Closed)
-  Listed Environmental Risk Sites within 1000 feet of Subject Property

Reference: GeoTracker

No Scale

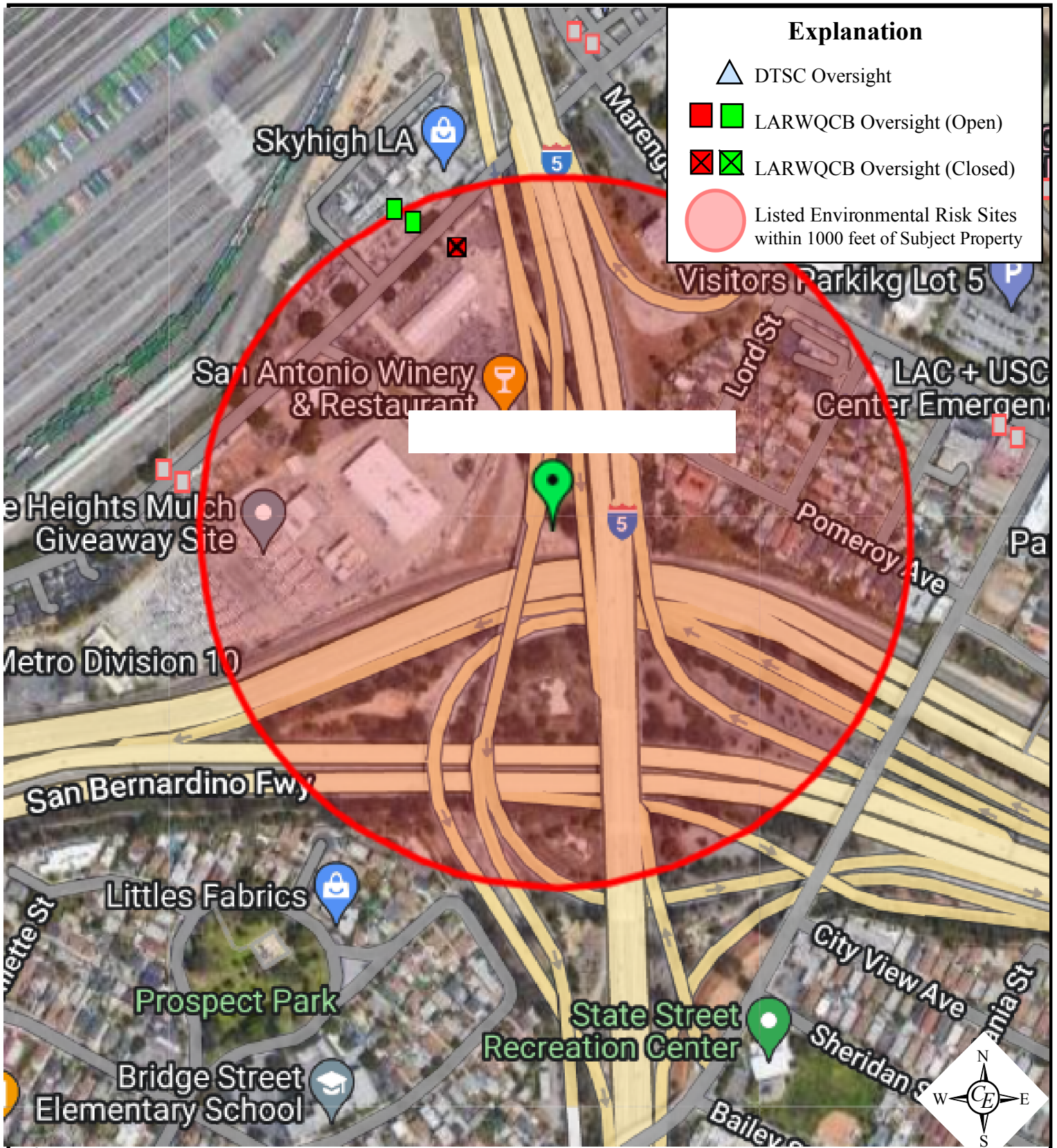


FIGURE 7- SITE FF-07
Vicinity of 2055 N Figueroa St.
Los Angeles, CA 90065

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*

3643 Plot Plan



Reference: GeoTracker

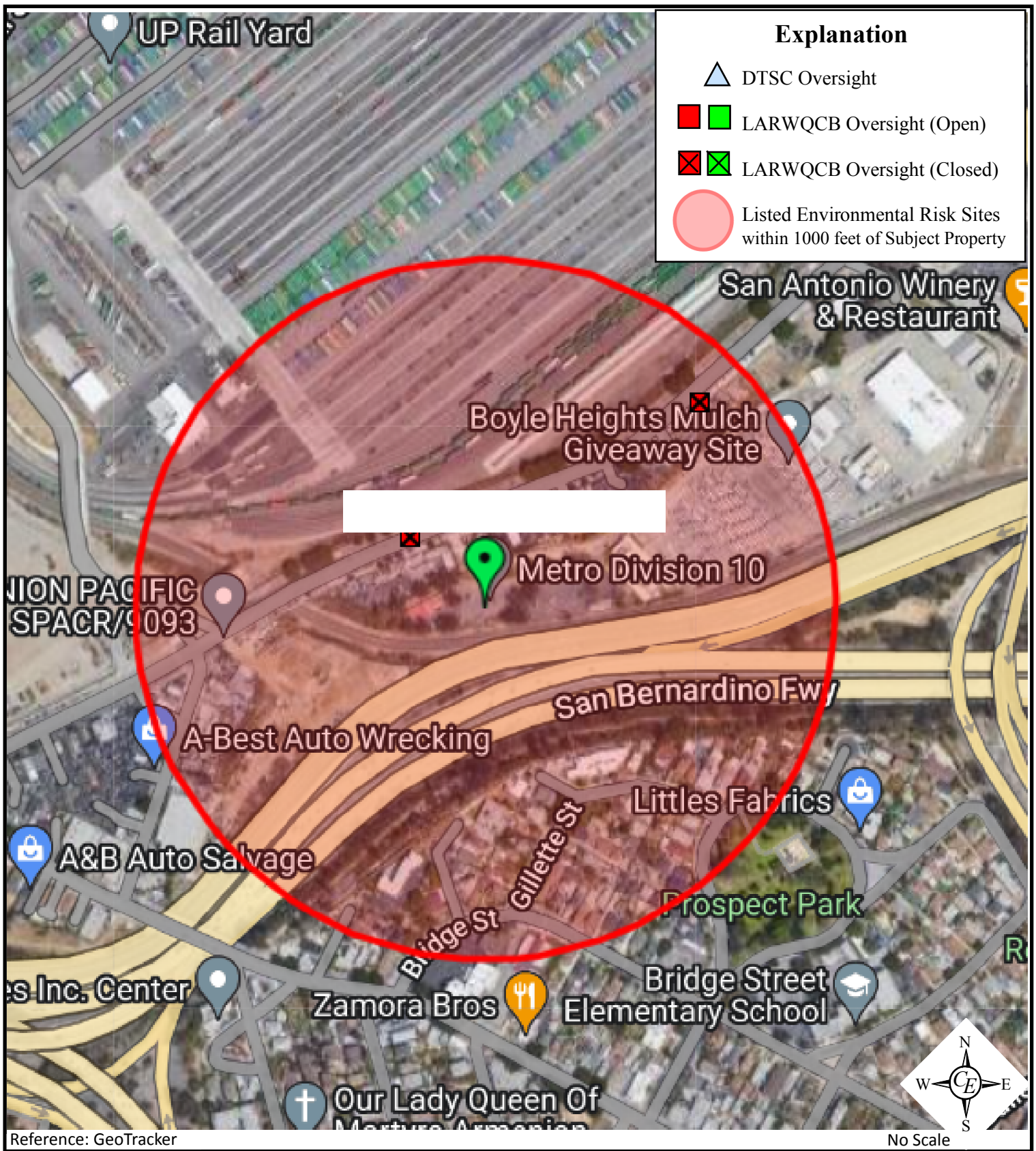
No Scale



FIGURE 8- SITE FF-08 Vicinity of 850 N Mission Road Los Angeles, CA 90033			
Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California
Environmental

3643 Plot Plan



Reference: GeoTracker

No Scale

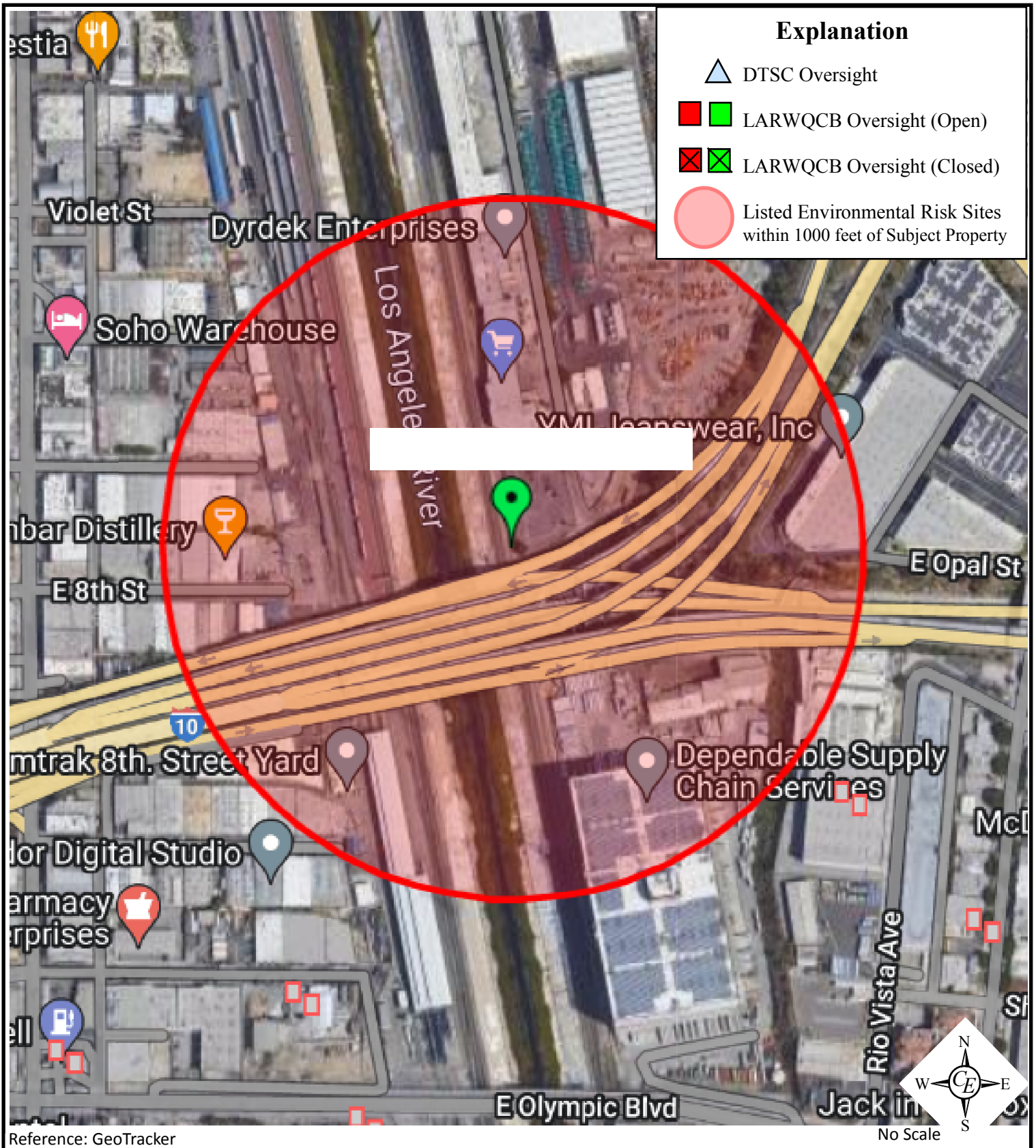


FIGURE 9- SITE FF-09
Vicinity of 742 N Mission Road
Los Angeles, CA 90033

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

3643 Plot Plan



Reference: GeoTracker

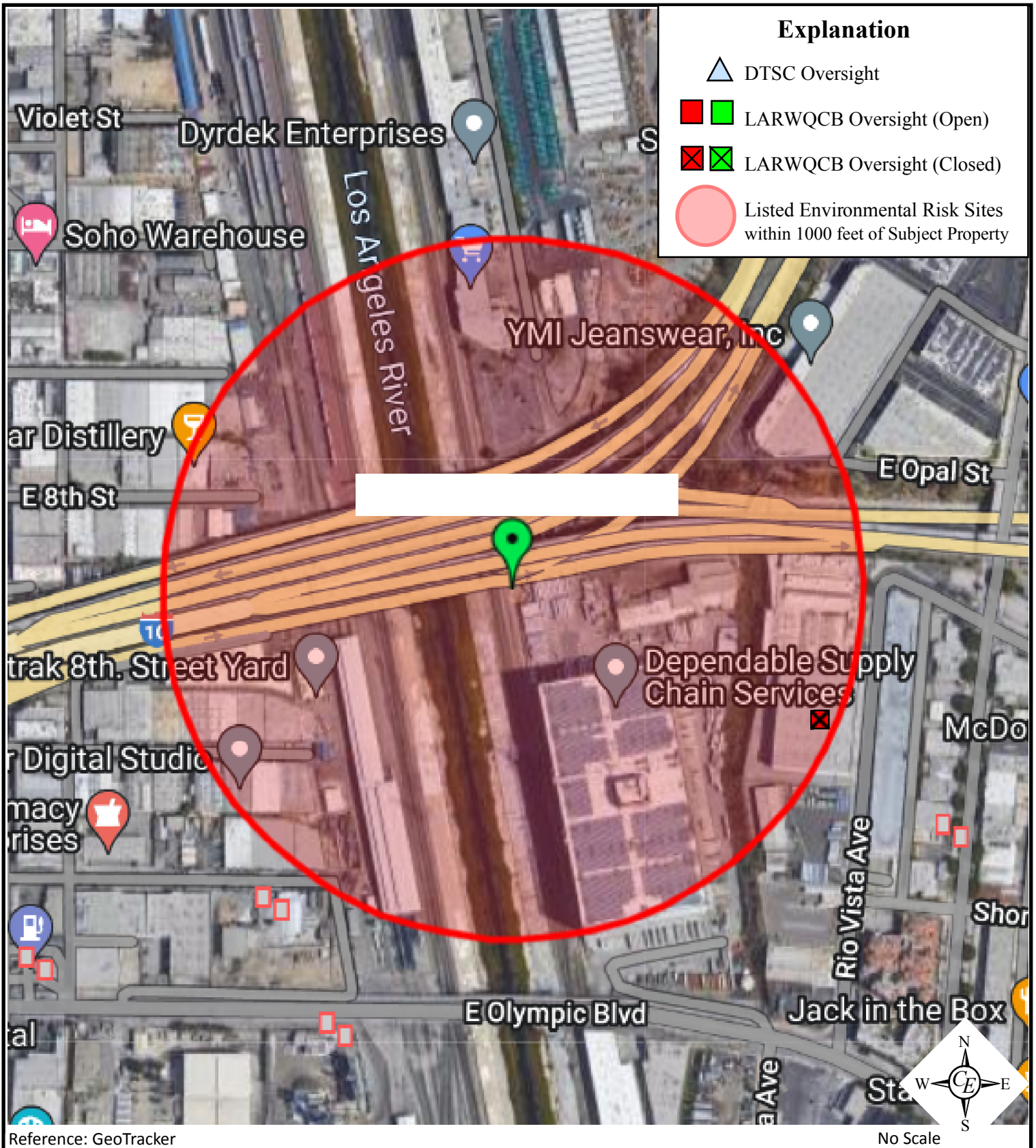
No Scale

FIGURE 10- SITE FF-10
 Vicinity of 791 S Mission Road
 Los Angeles, CA 90023



Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
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Reference: GeoTracker

No Scale

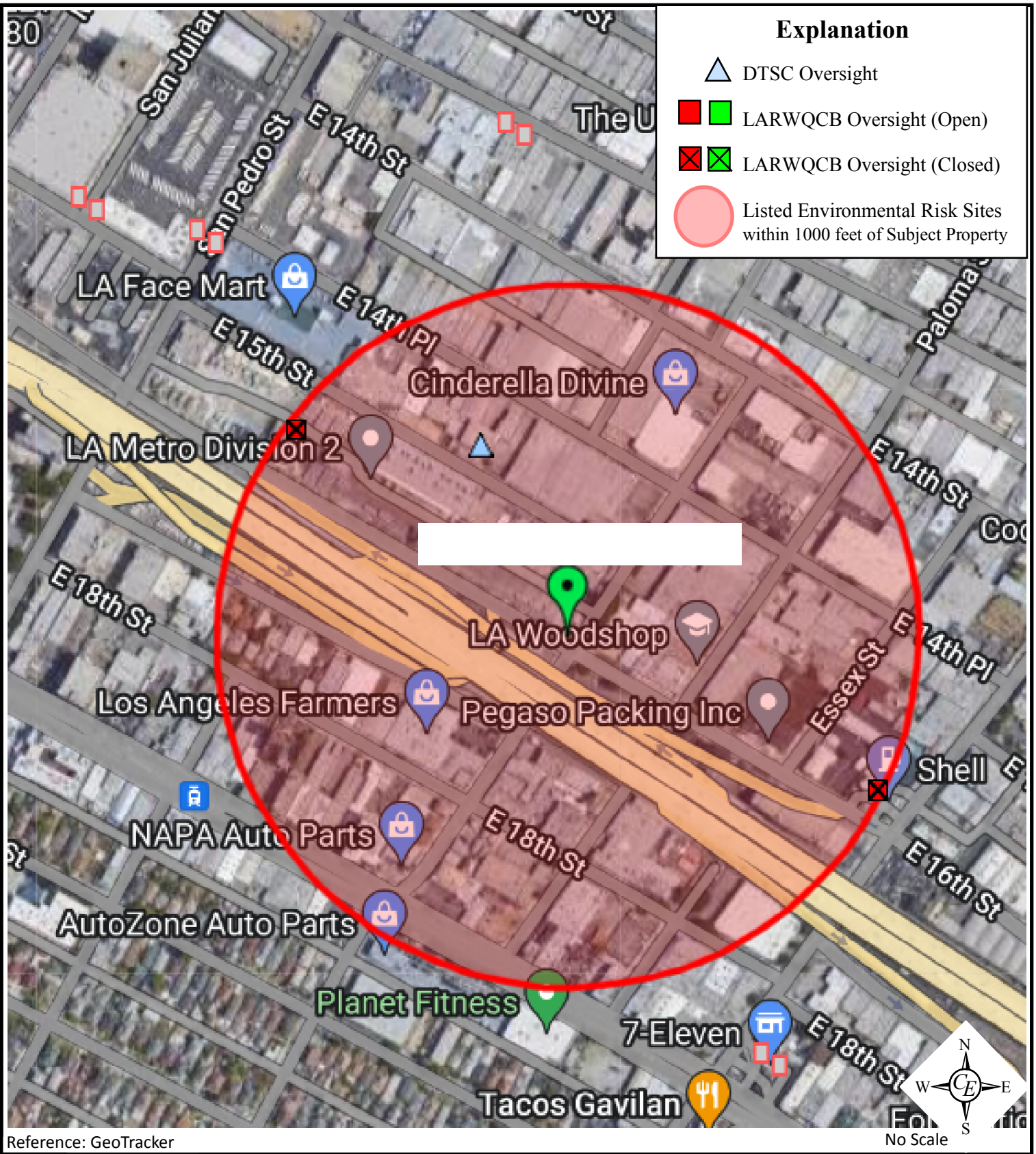


FIGURE 11- SITE FF-11
 Vicinity of 840 S Mission Road
 Los Angeles, CA 90023

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

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Reference: GeoTracker

No Scale

FIGURE 12- SITE FF-12
Vicinity of 1600 Griffith Ave
Los Angeles, CA 90021



Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*

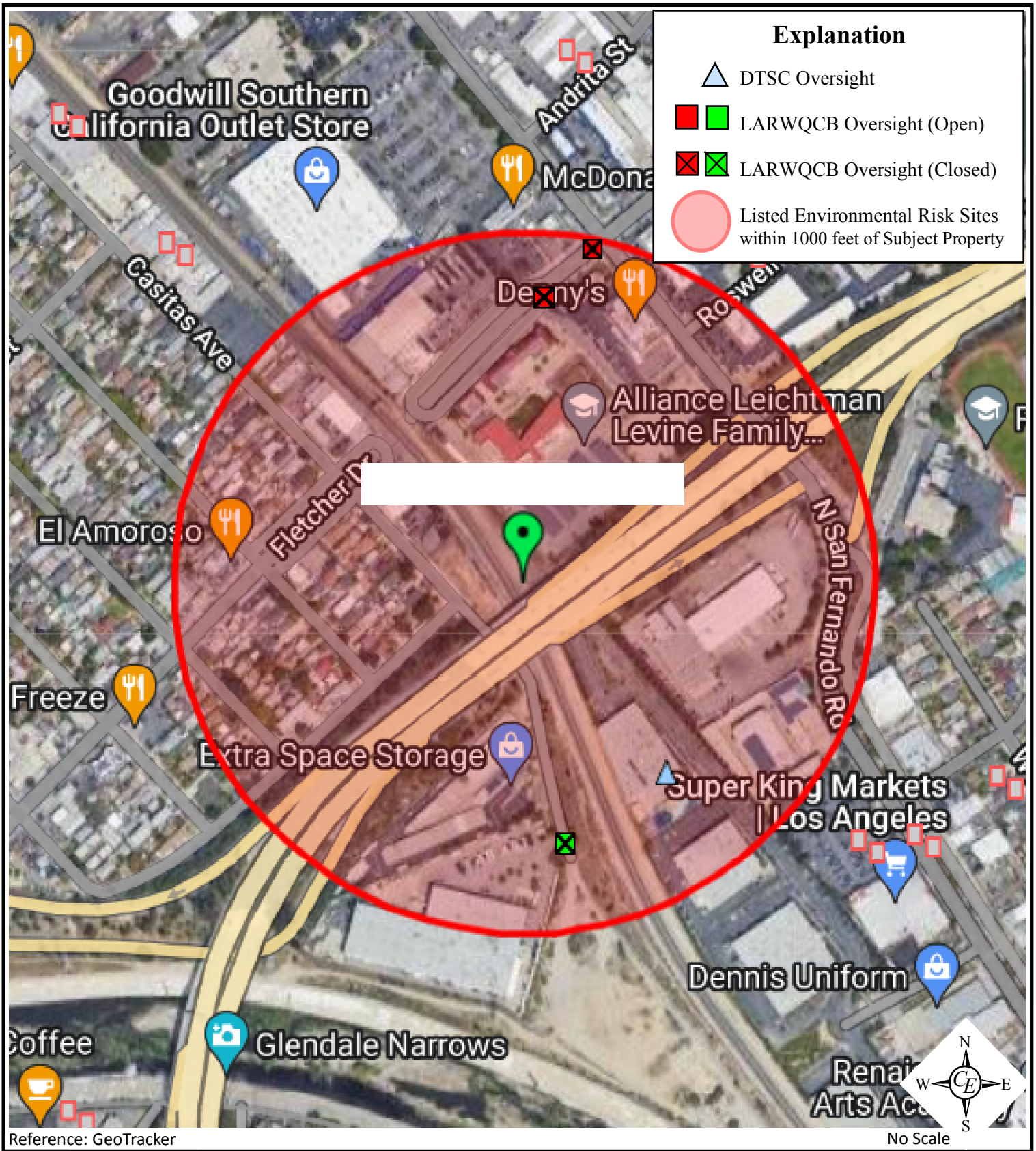


FIGURE 13- SITE FF-13
Vicinity of 2930 Fletcher Dr.
Los Angeles, CA 90065

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*



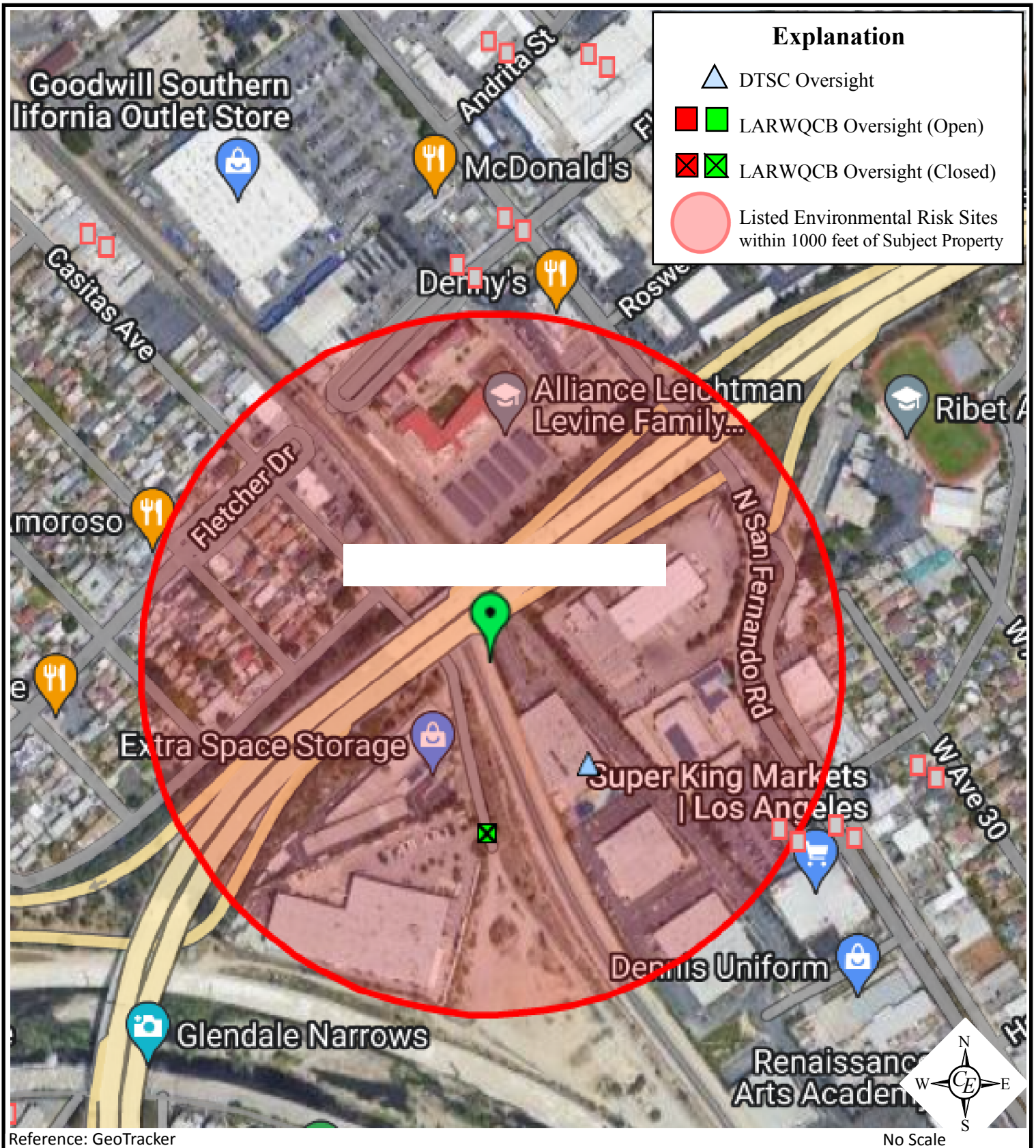


FIGURE 14- SITE FF-14

Vicinity of 2079 Media Center Dr.
Los Angeles, CA 90065



Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*

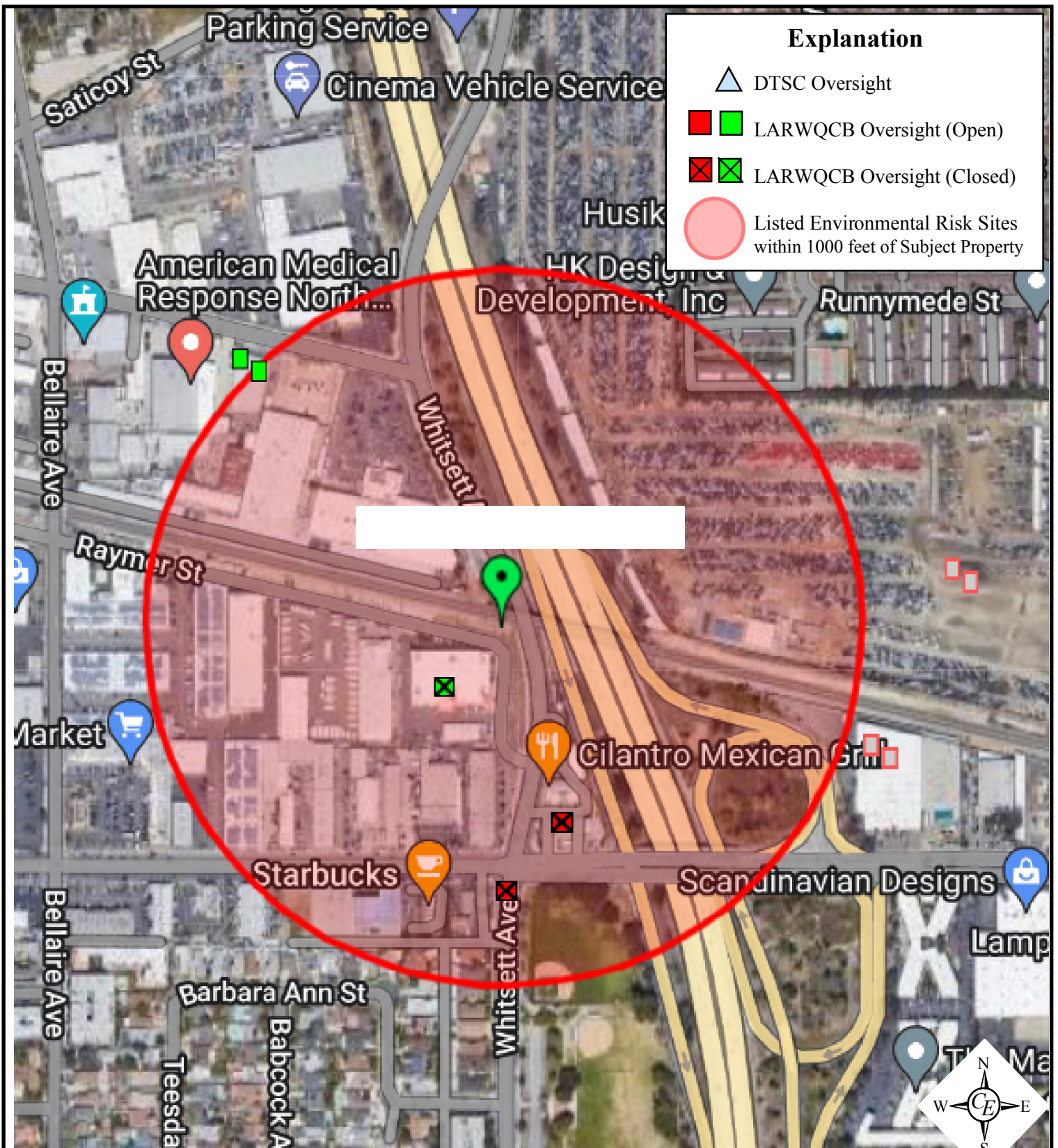
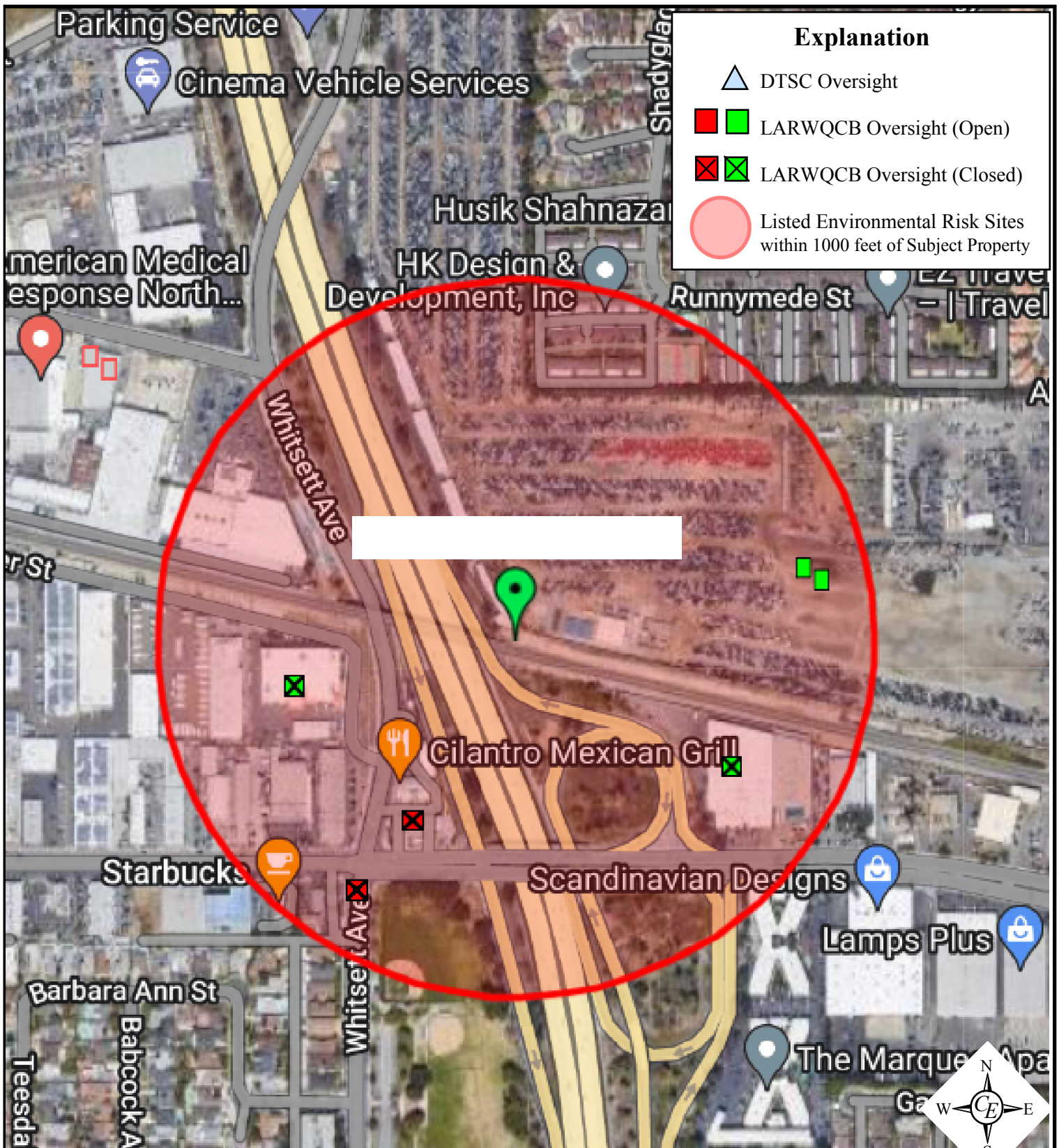


FIGURE 15- SITE FF-15
 Vicinity of 12510 Raymer St.
 Los Angeles, CA 91065



Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
 Environmental*



Reference: GeoTracker

No Scale

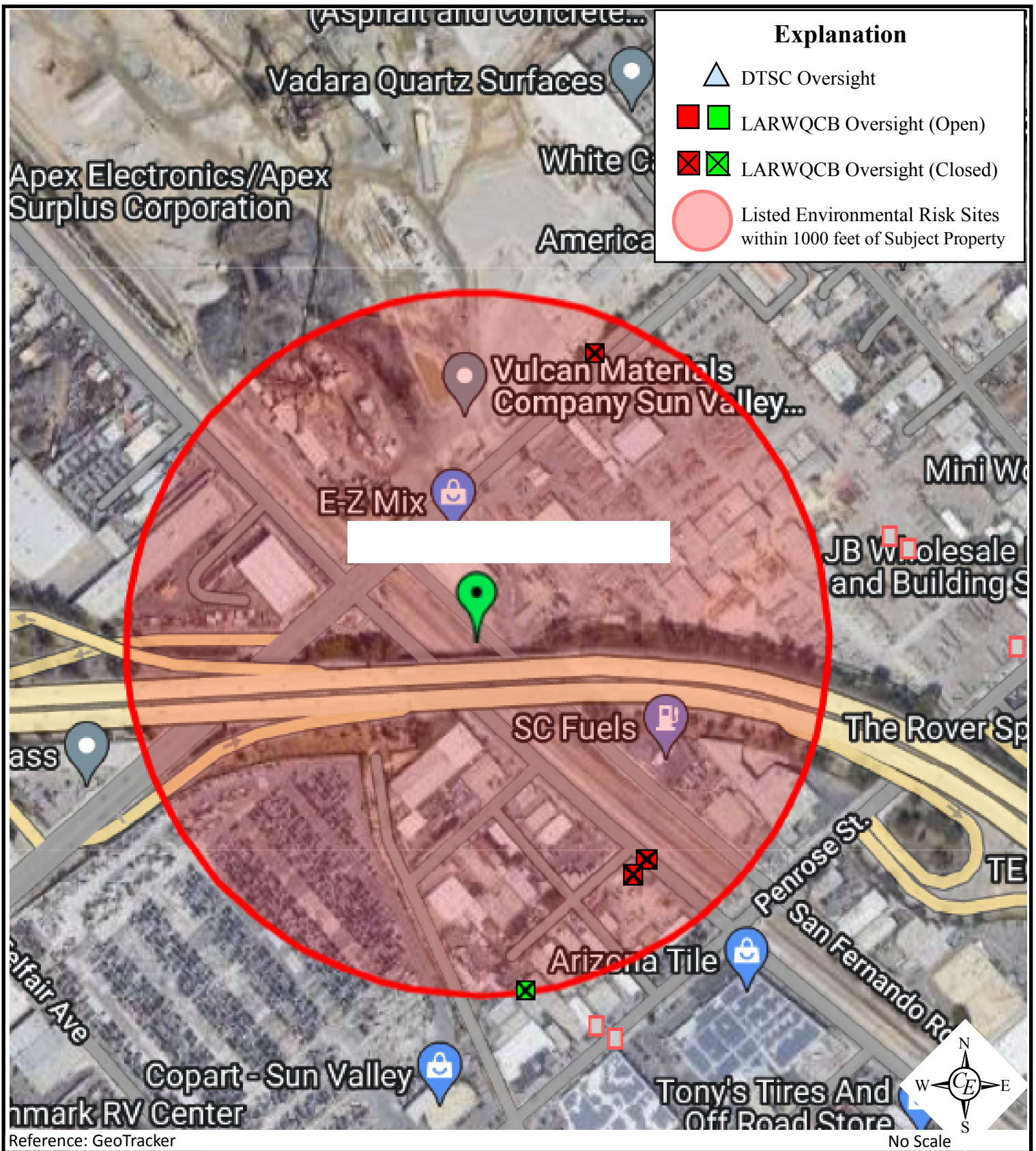


FIGURE 16- SITE FF-16
Vicinity of 12323 Sherman Way
North Hollywood, CA 91605

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

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Explanation

- DTSC Oversight
- LARWQCB Oversight (Open)
- LARWQCB Oversight (Closed)
- Listed Environmental Risk Sites within 1000 feet of Subject Property

Reference: GeoTracker

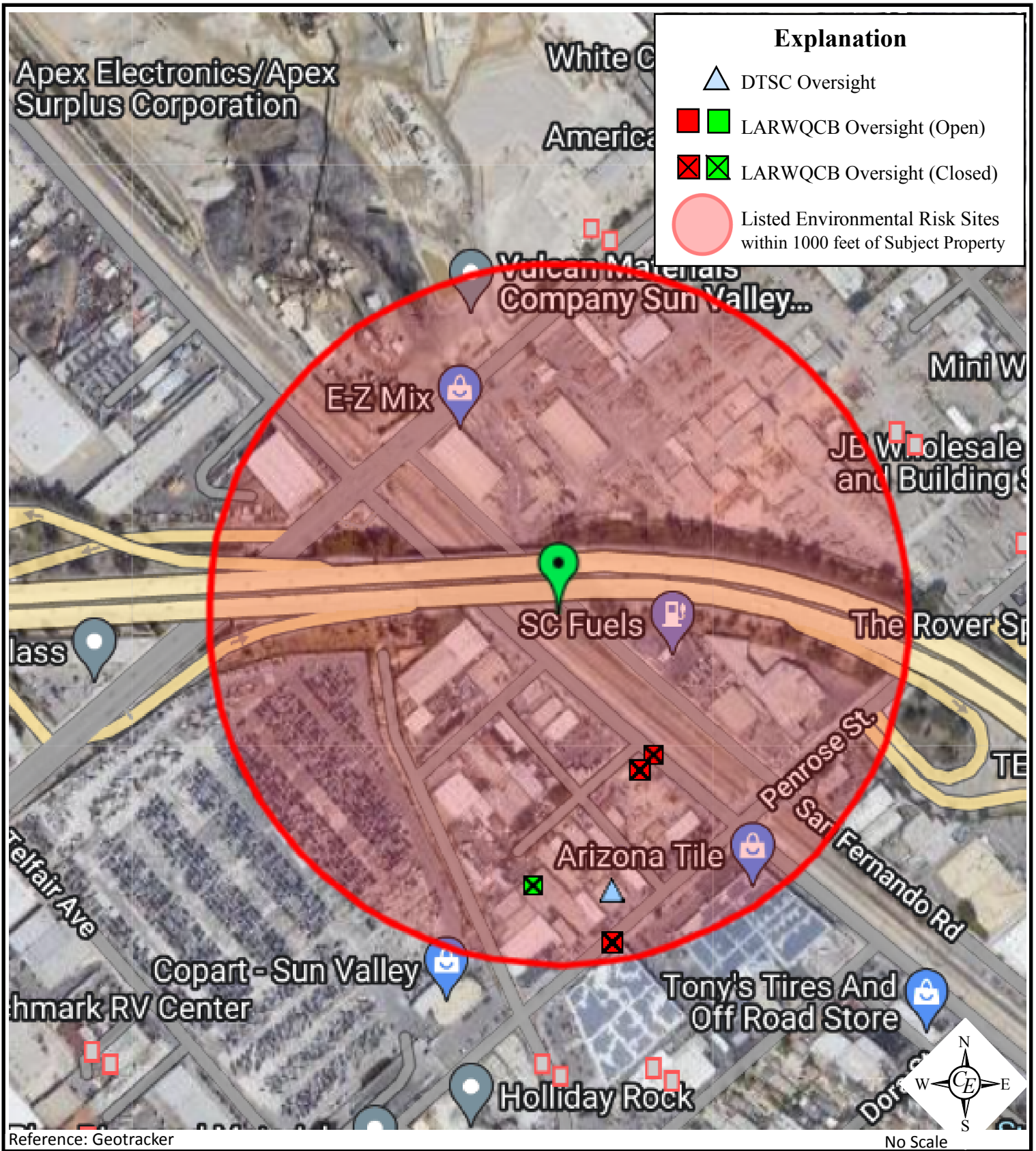
No Scale



FIGURE 17- SITE FF-17 Vicinity of 11450 Tuxford St. Sun Valley, CA 91352			
Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

3643 Plot Plan



Reference: Geotracker

No Scale

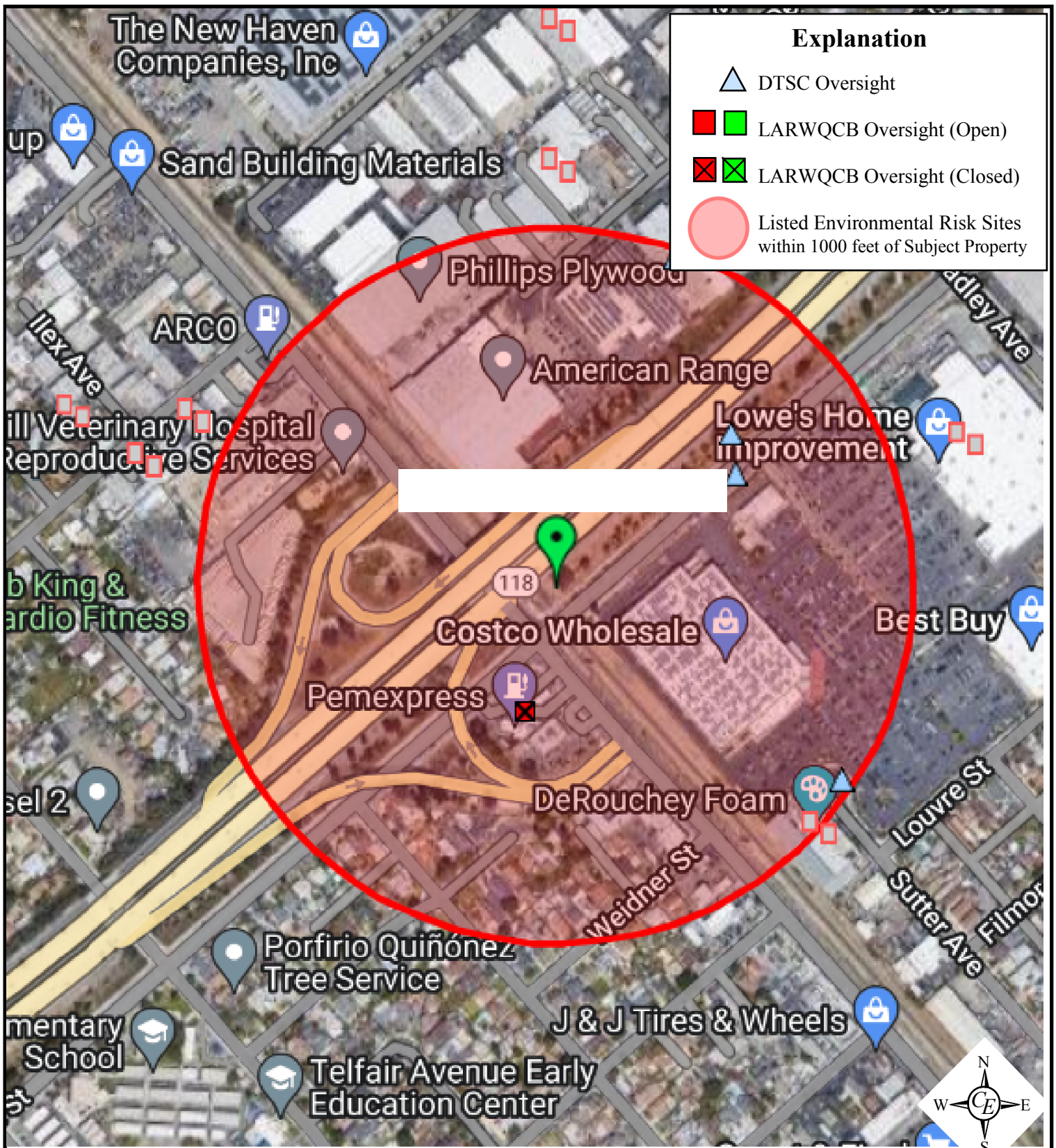


FIGURE 18- SITE FF-18
Vicinity of 8637 San Fernando Rd.
Sun Valley, CA 91352

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

3643 Plot Plan



Reference: GeoTracker

No Scale

FIGURE 19- SITE FF-19
Vicinity of 13550 Paxton St.
Pacoima, CA 91331



Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*



Explanation

- DTSC Oversight
- LARWQCB Oversight (Open)
- LARWQCB Oversight (Closed)
- Listed Environmental Risk Sites within 1000 feet of Subject Property

Reference: GeoTracker



FIGURE 20- SITE FF-20
 Vicinity of 13592 Desmond St.
 Pacoima, CA 91331

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

3643 Plot Plan

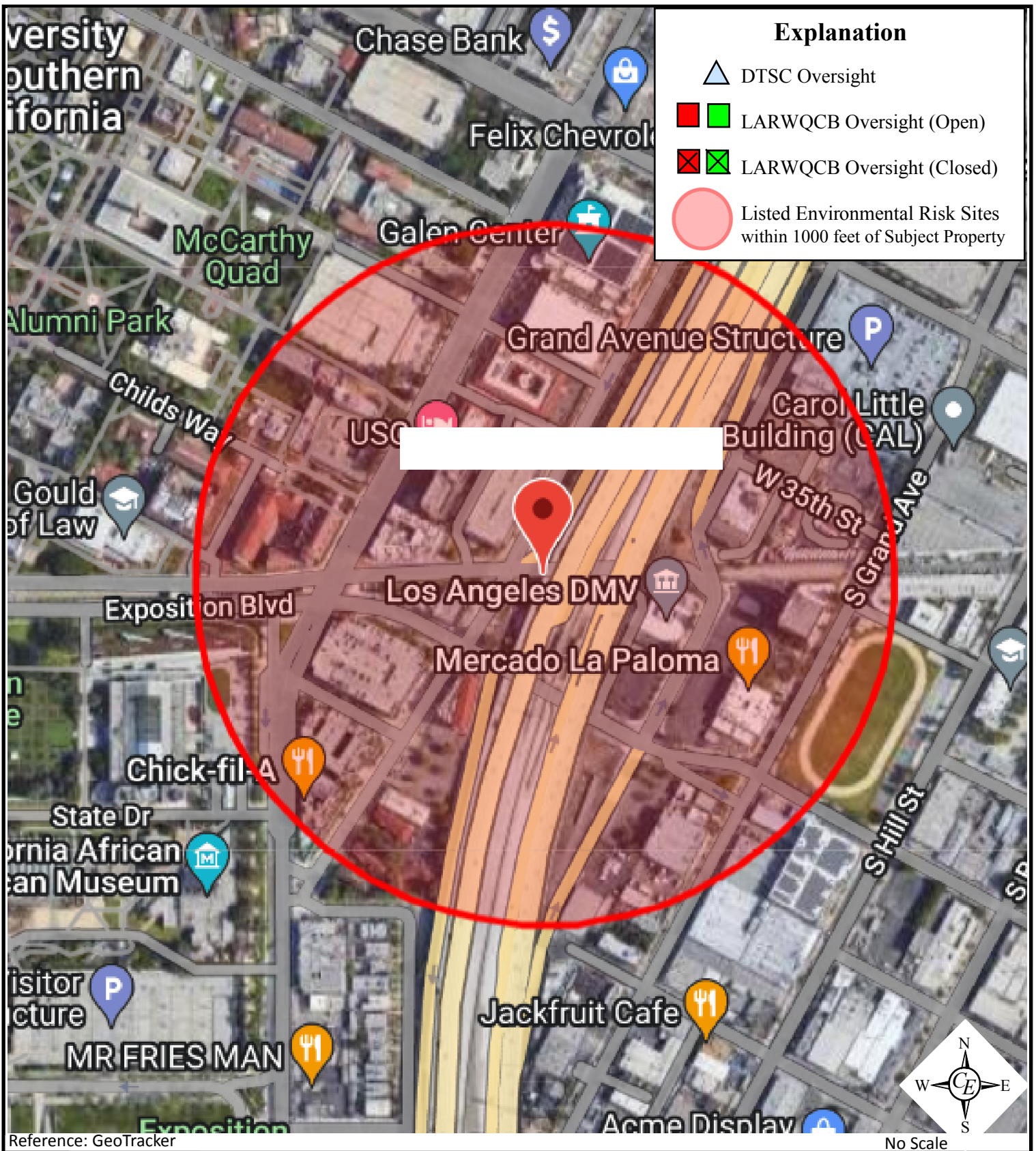
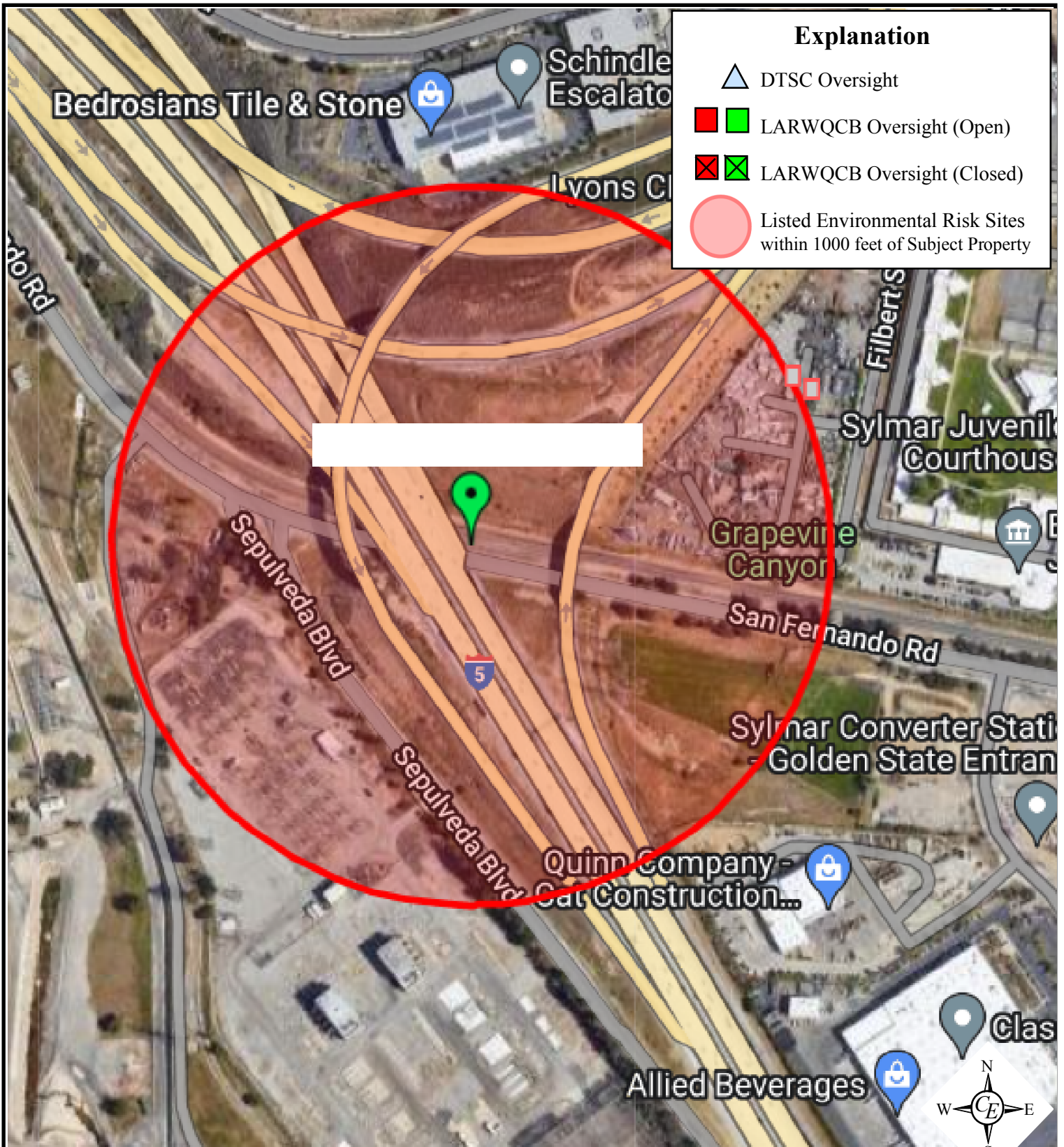


FIGURE 21- SITE FF-21
Vicinity of 3720 Flower St.
Los Angeles, CA 90007

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*





Reference: GeoTracker

No Scale

FIGURE 22- SITE FF-22
Vicinity of 16791 Filbert St.
Sylmar, CA 91342



Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*

3643 Plot Plan

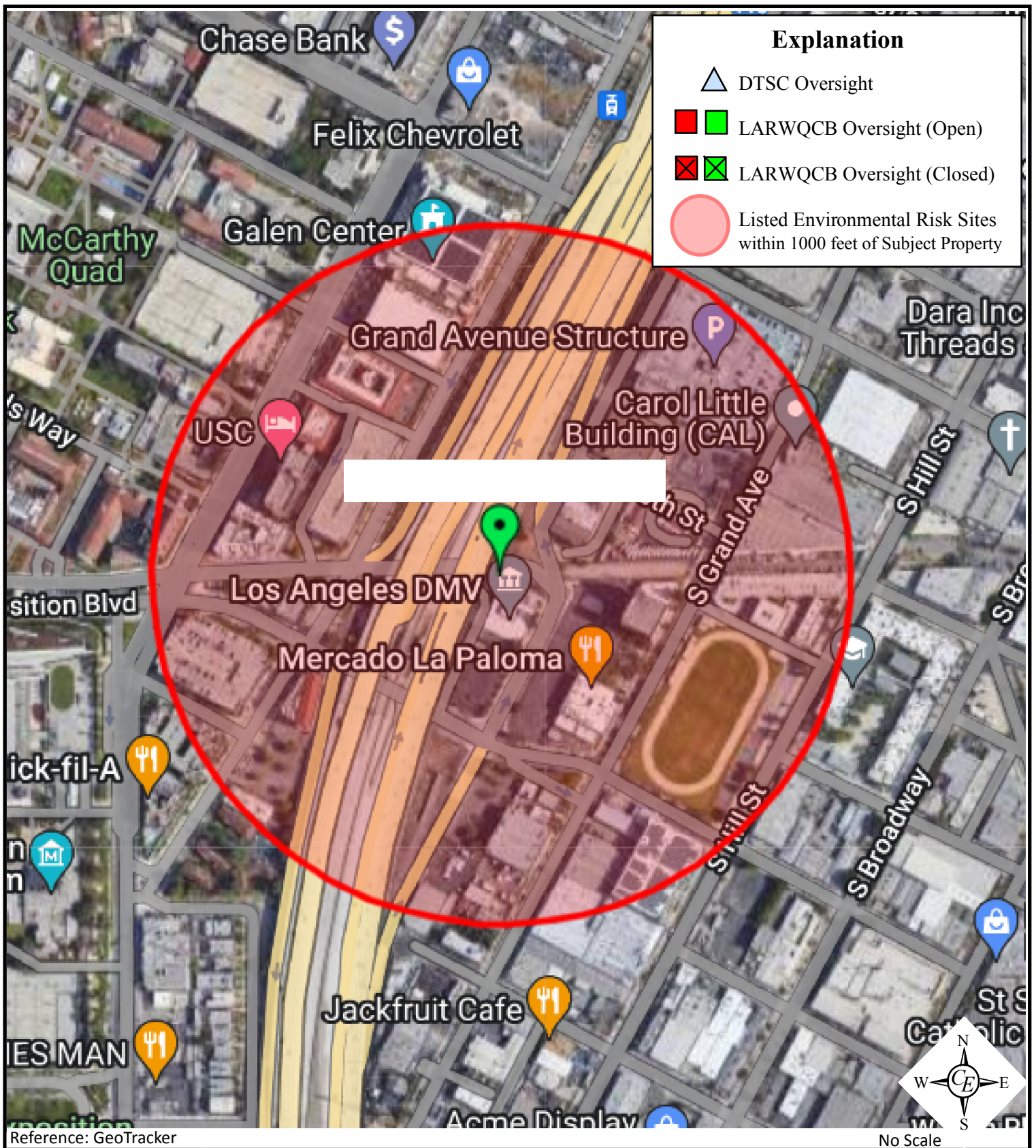
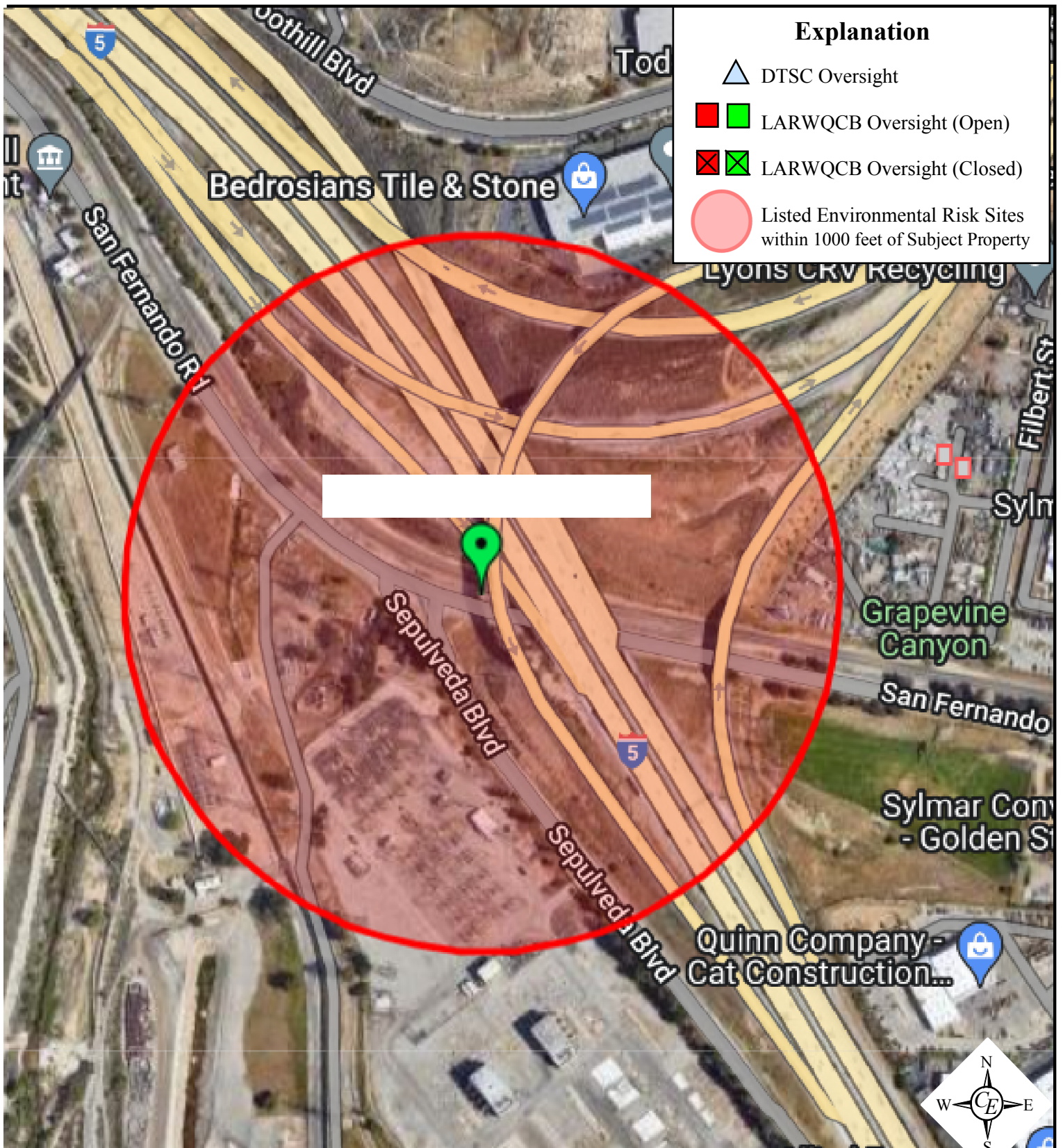


FIGURE 23- SITE FF-23
 Vicinity of 3615 S Hope St
 Los Angeles, CA 90007



Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
 Environmental*



Reference: GeoTracker

No Scale



FIGURE 24- SITE FF-24			
Vicinity of 14351 San Fernando Road Granada Hills, CA 91344			
Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*

3643 Plot Plan



Reference: GeoTracker

No Scale



FIGURE 25- SITE FF-25
Vicinity of 15711 Victory Blvd.
Van Nuys, CA 91406

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

3643 Plot Plan

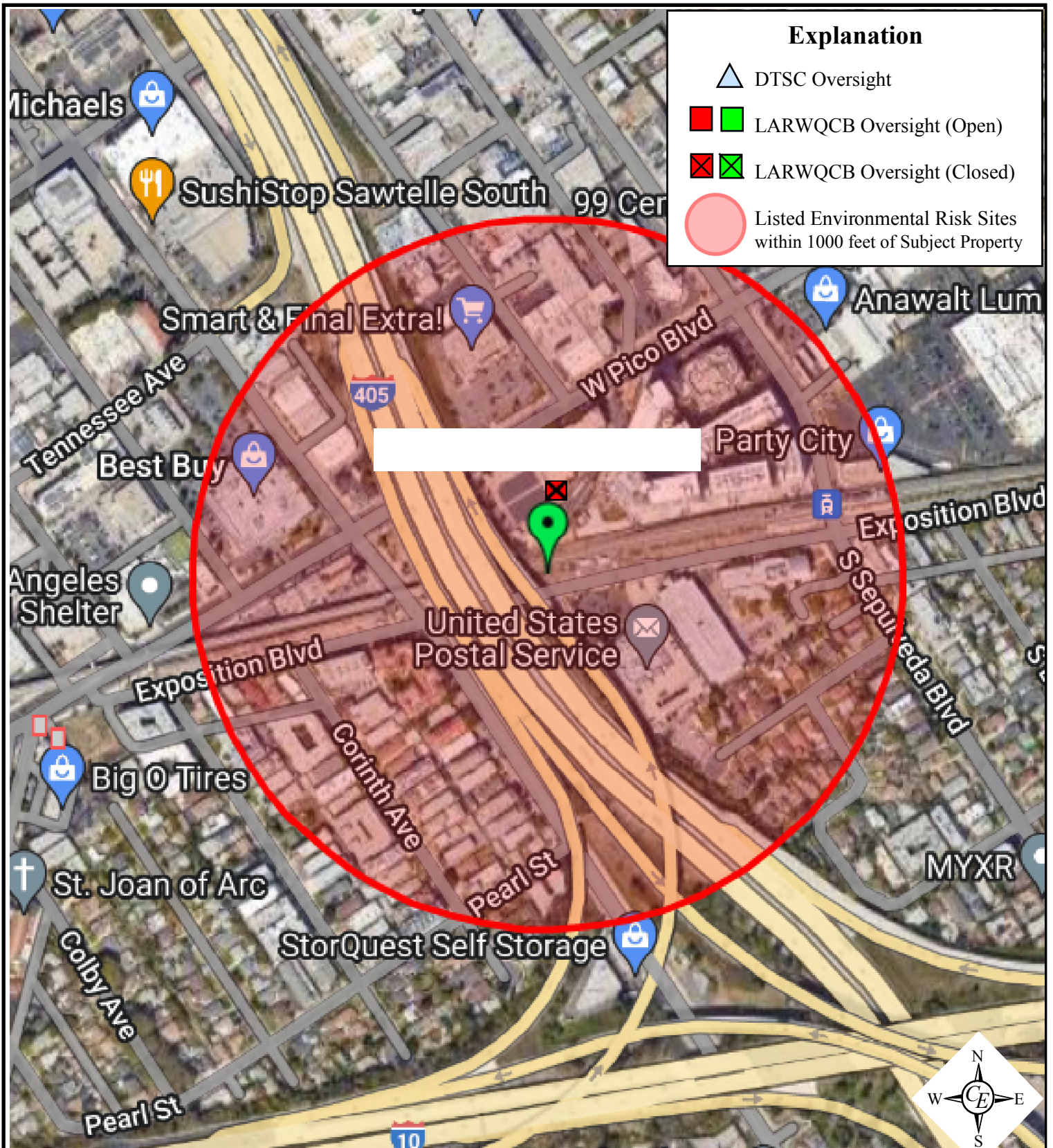


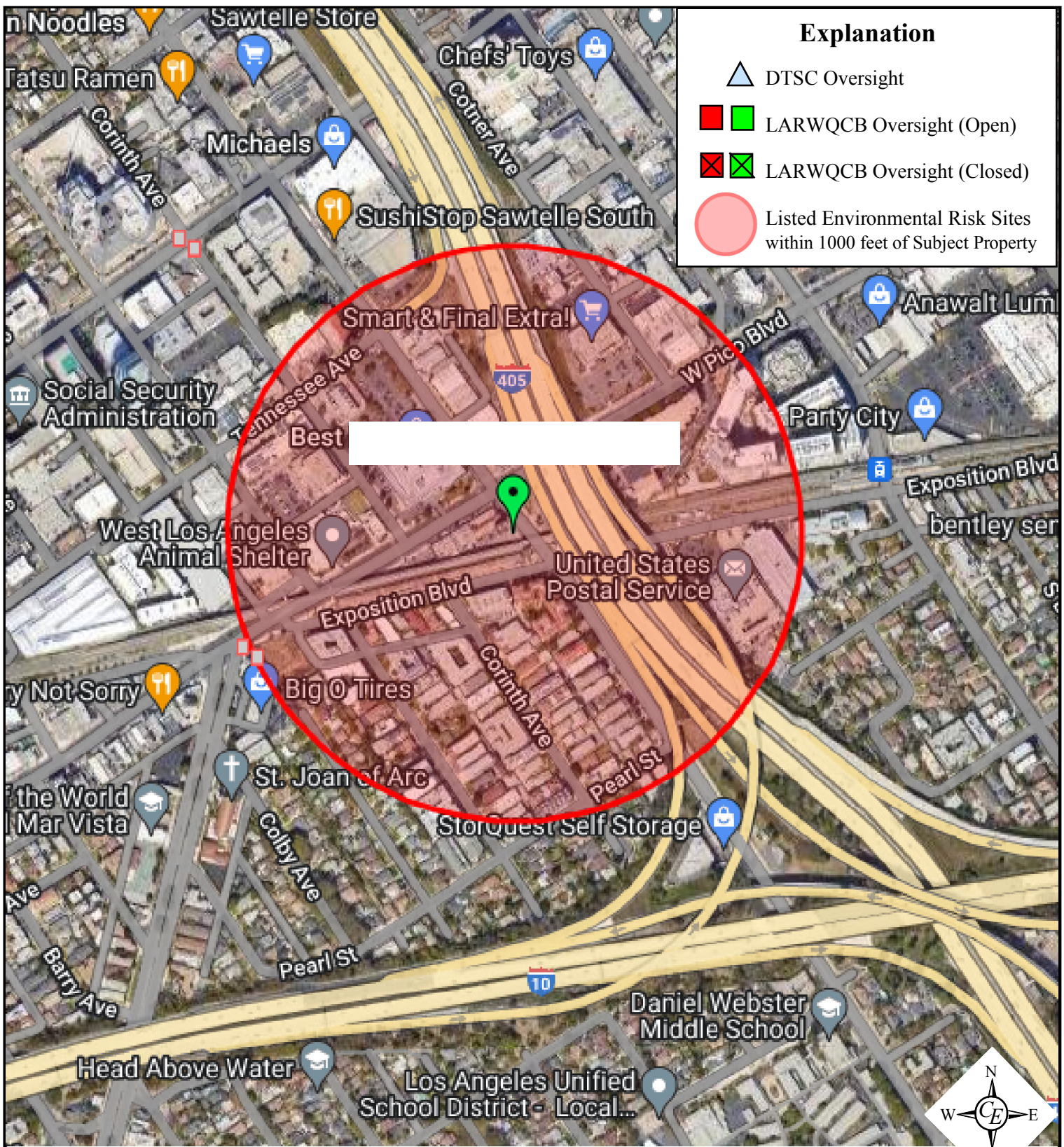
FIGURE 26- SITE FF-26

Vicinity of 11216 Exposition Blvd.
Los Angeles, CA 90064



Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*



Reference: GeoTracker

No Scale

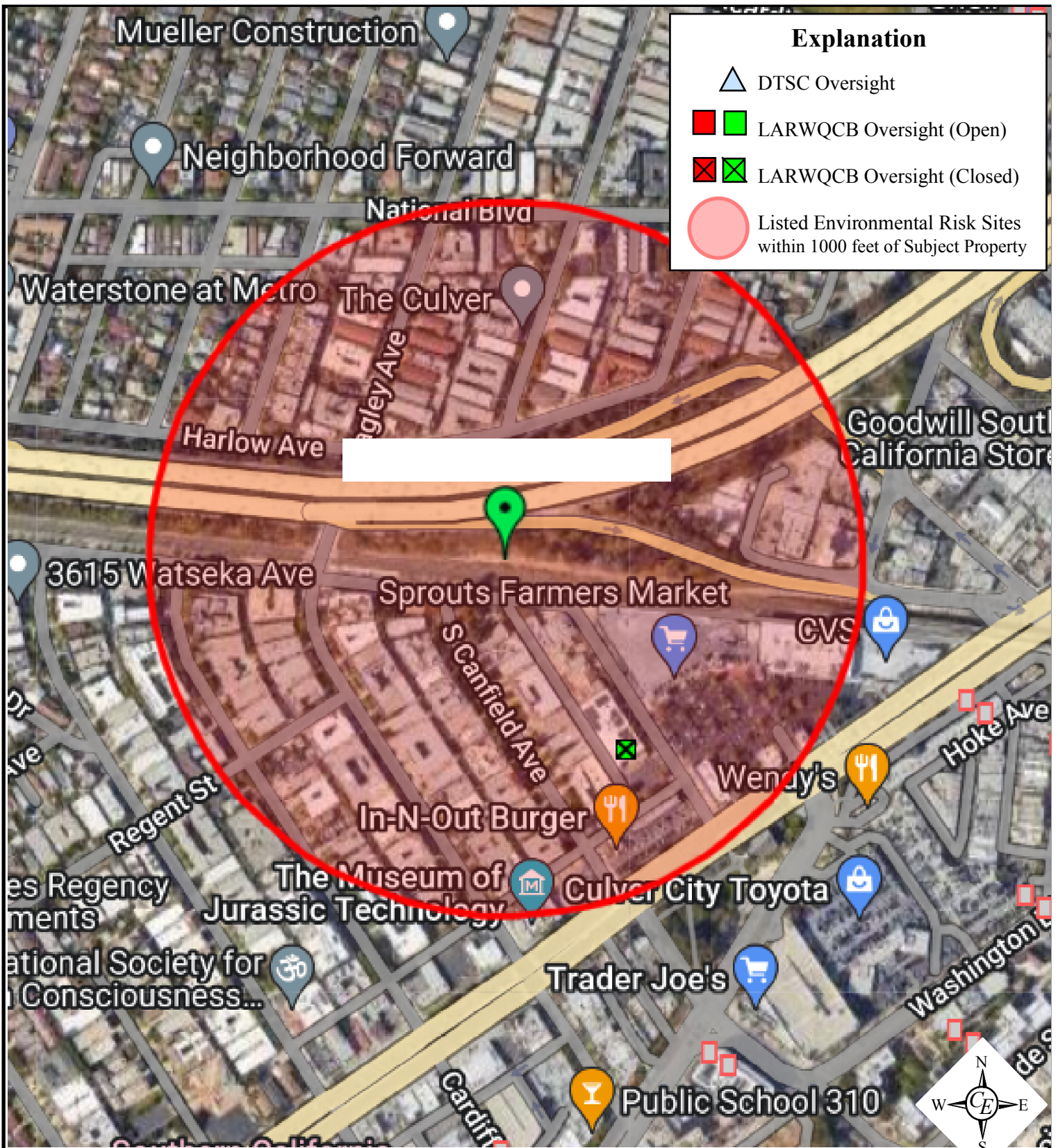


FIGURE 27- SITE FF-27
Vicinity of 2410 Sawtelle Blvd.
Los Angeles, CA 90064

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

3643 Plot Plan



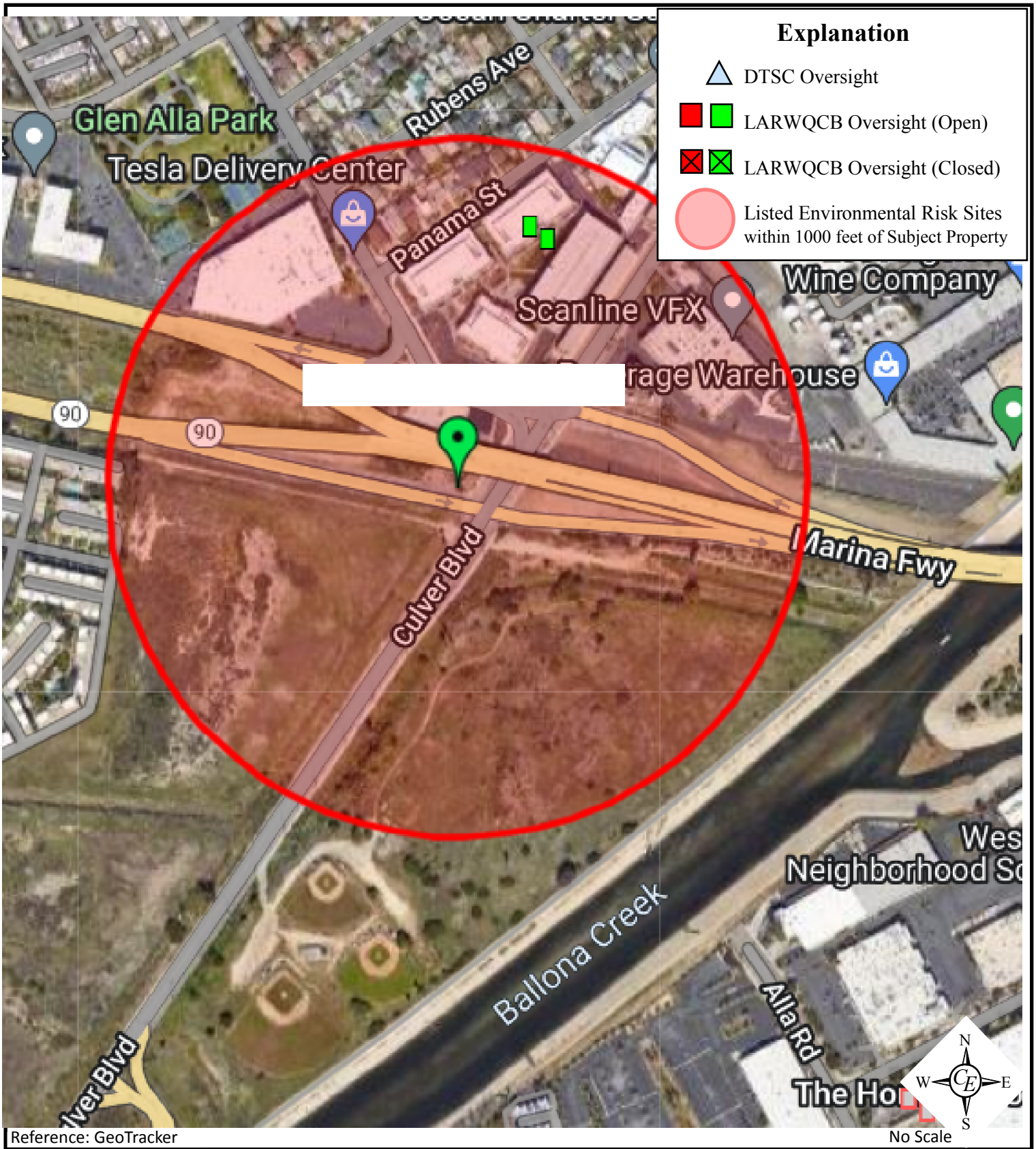
Reference: GeoTracker



FIGURE 28- SITE FF-28
Vicinity of 9214 Exposition Blvd.
Los Angeles, CA 90034

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*



Reference: GeoTracker

No Scale

FIGURE 29- SITE FF-29

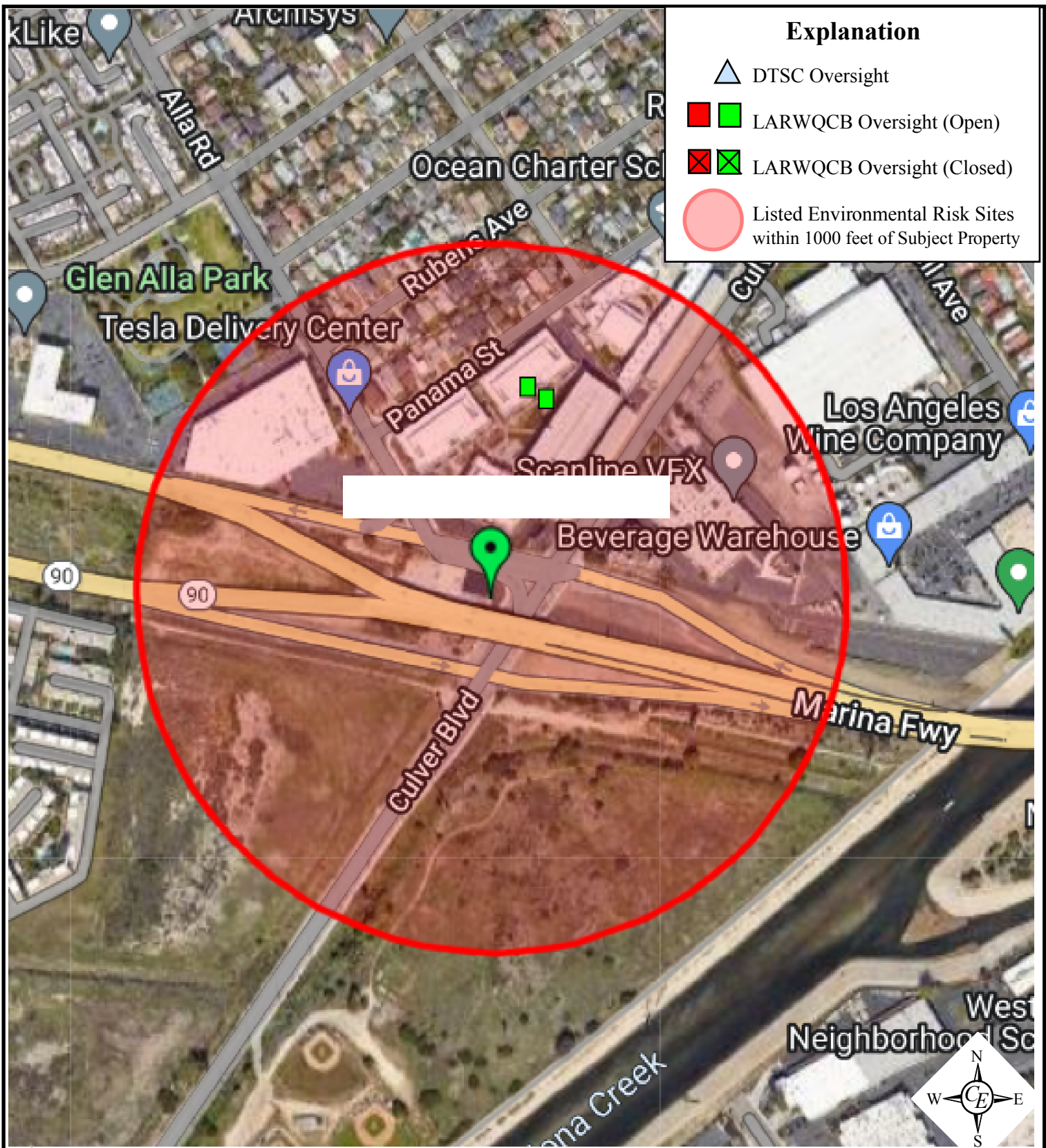
Vicinity of 4778 La Villa Marina
Marina Del Ray, CA 90292



Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*

3643 Plot Plan



Reference: GeoTracker

No Scale



FIGURE 30- SITE FF-30			
Vicinity of 4778 La Villa Marina Marina Del Ray, CA 90292			
Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*

3643 Plot Plan

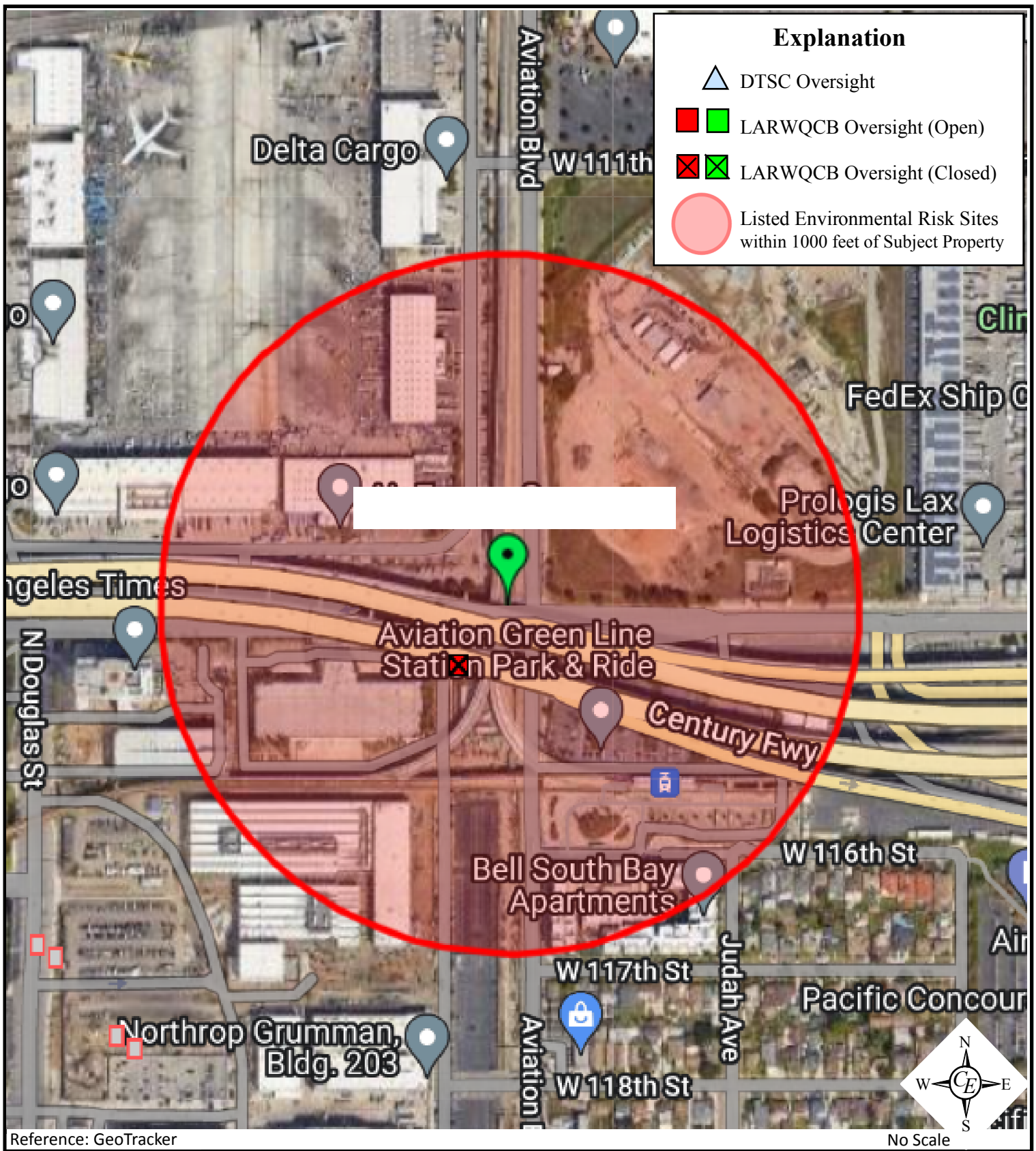


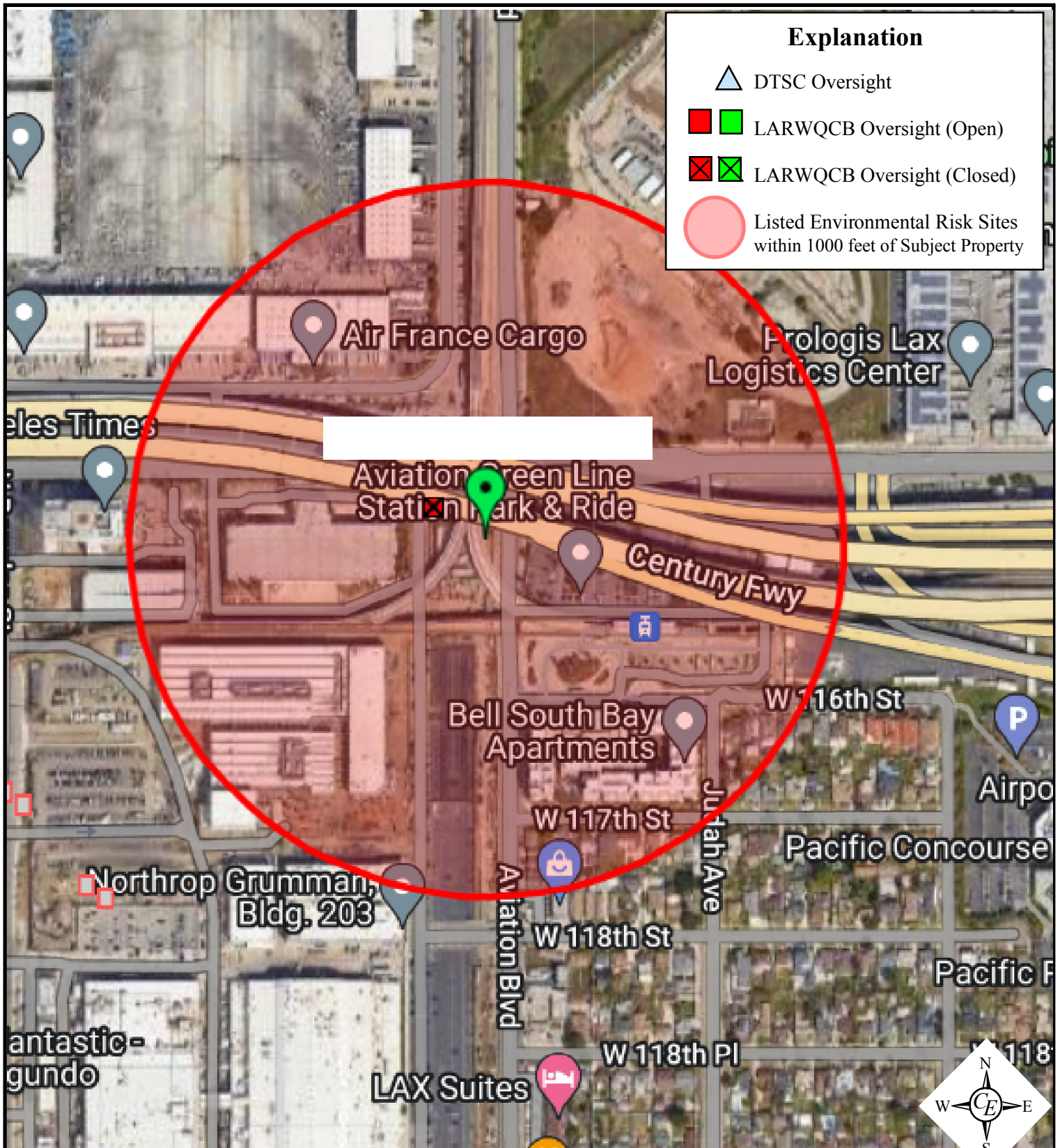
FIGURE 31- SITE FF-31

Vicinity of 5621 W. Imperial Hwy
Los Angeles, CA 90045









Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*



Explanation

-  DTSC Oversight
-   LARWQCB Oversight (Open)
-   LARWQCB Oversight (Closed)
-  Listed Environmental Risk Sites within 1000 feet of Subject Property

References: GeoTracker

No Scale

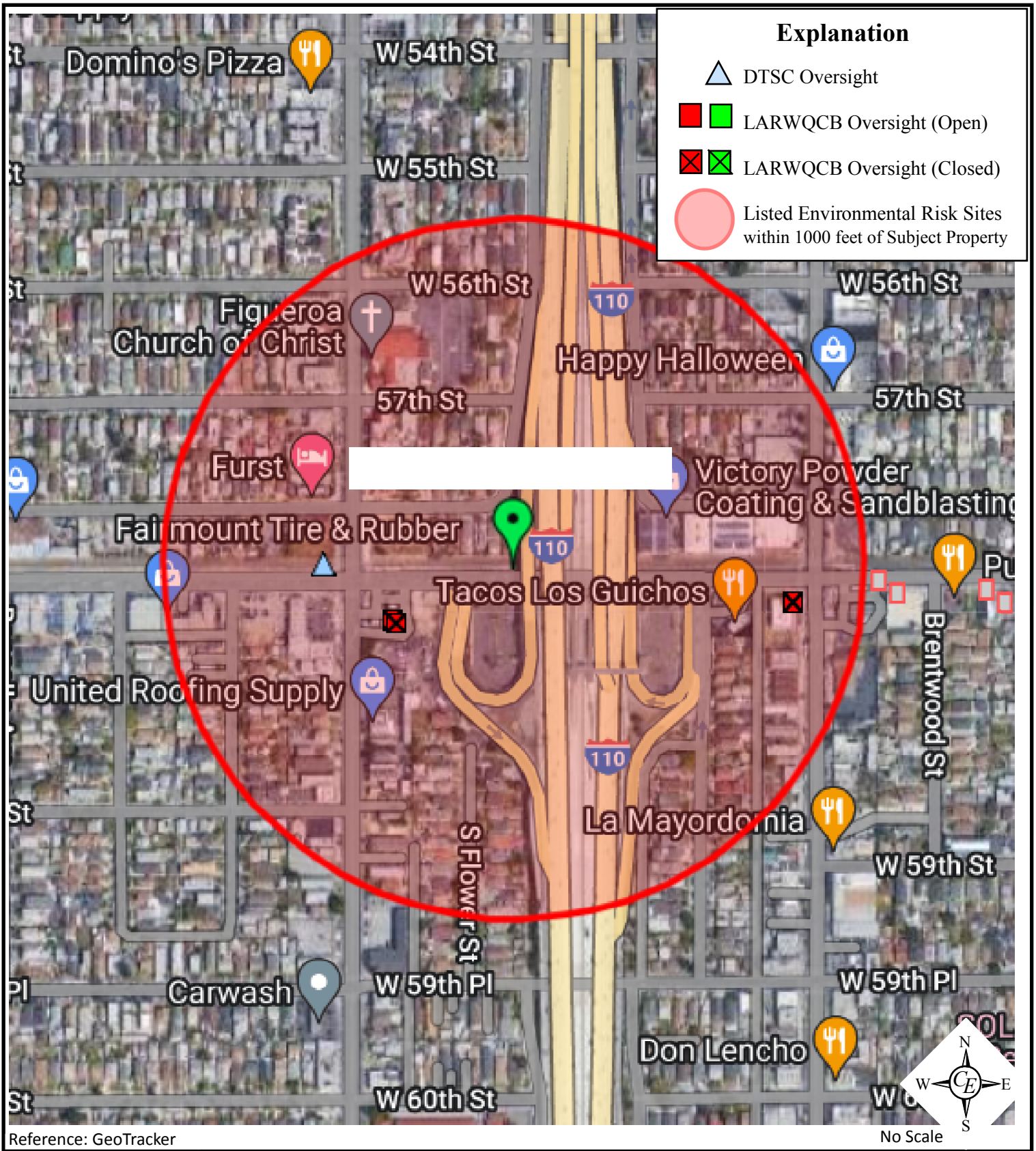


FIGURE 32- SITE FF-32
 Vicinity of 5621 W. Imperial Hwy
 Los Angeles, CA 90045

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

3643 Plot Plan



Reference: GeoTracker

No Scale

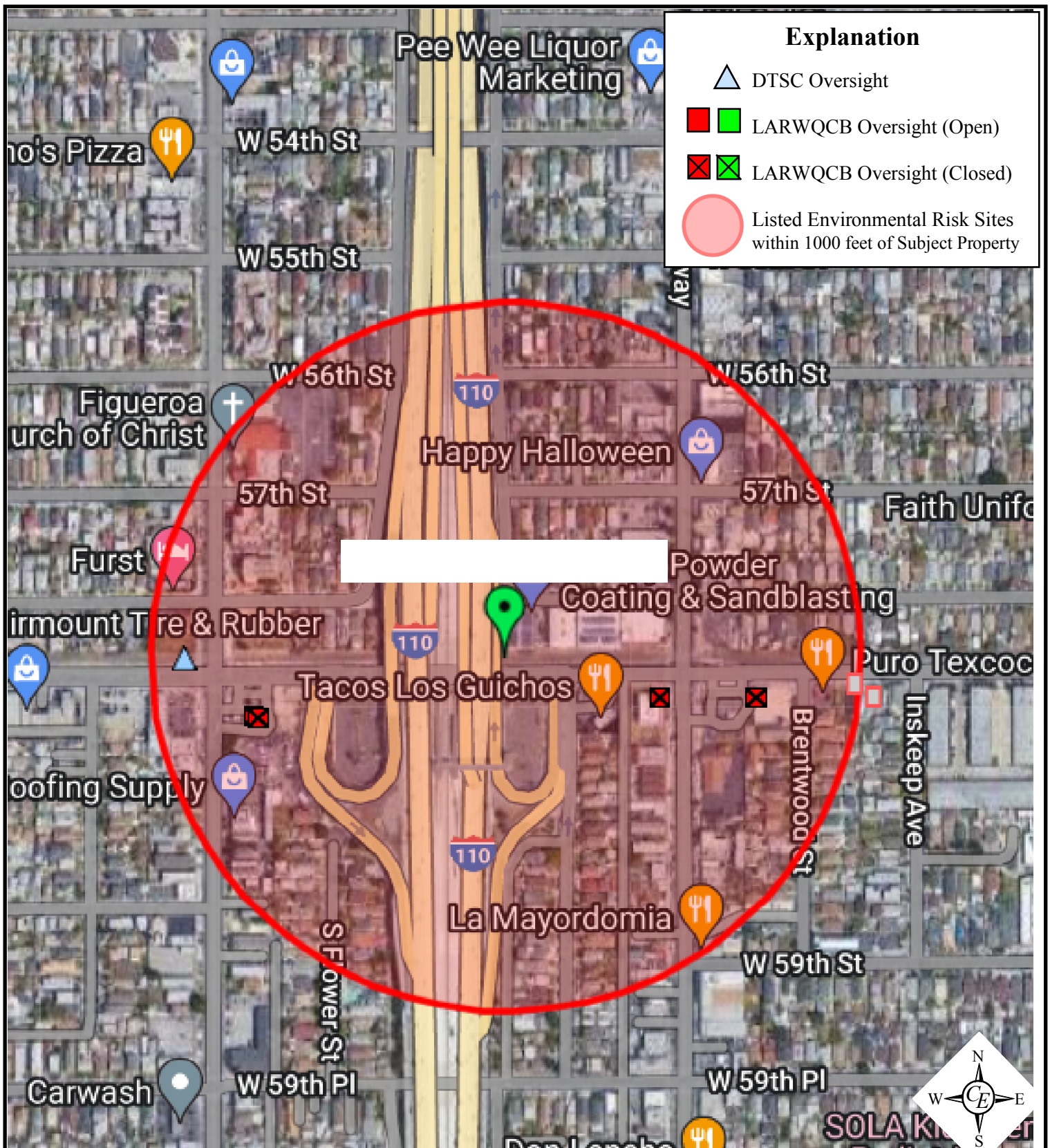


FIGURE 33- SITE FF-33
Vicinity of 330 W 58th St.
Los Angeles, CA 90037







Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*

3643 Plot Plan



Explanation

-  DTSC Oversight
-   LARWQCB Oversight (Open)
-   LARWQCB Oversight (Closed)
-  Listed Environmental Risk Sites within 1000 feet of Subject Property

Reference: GeoTracker

No Scale



FIGURE 34- SITE FF-34
 Vicinity of 330 W 58th St.
 Los Angeles, CA 90037

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

3643 Plot Plan

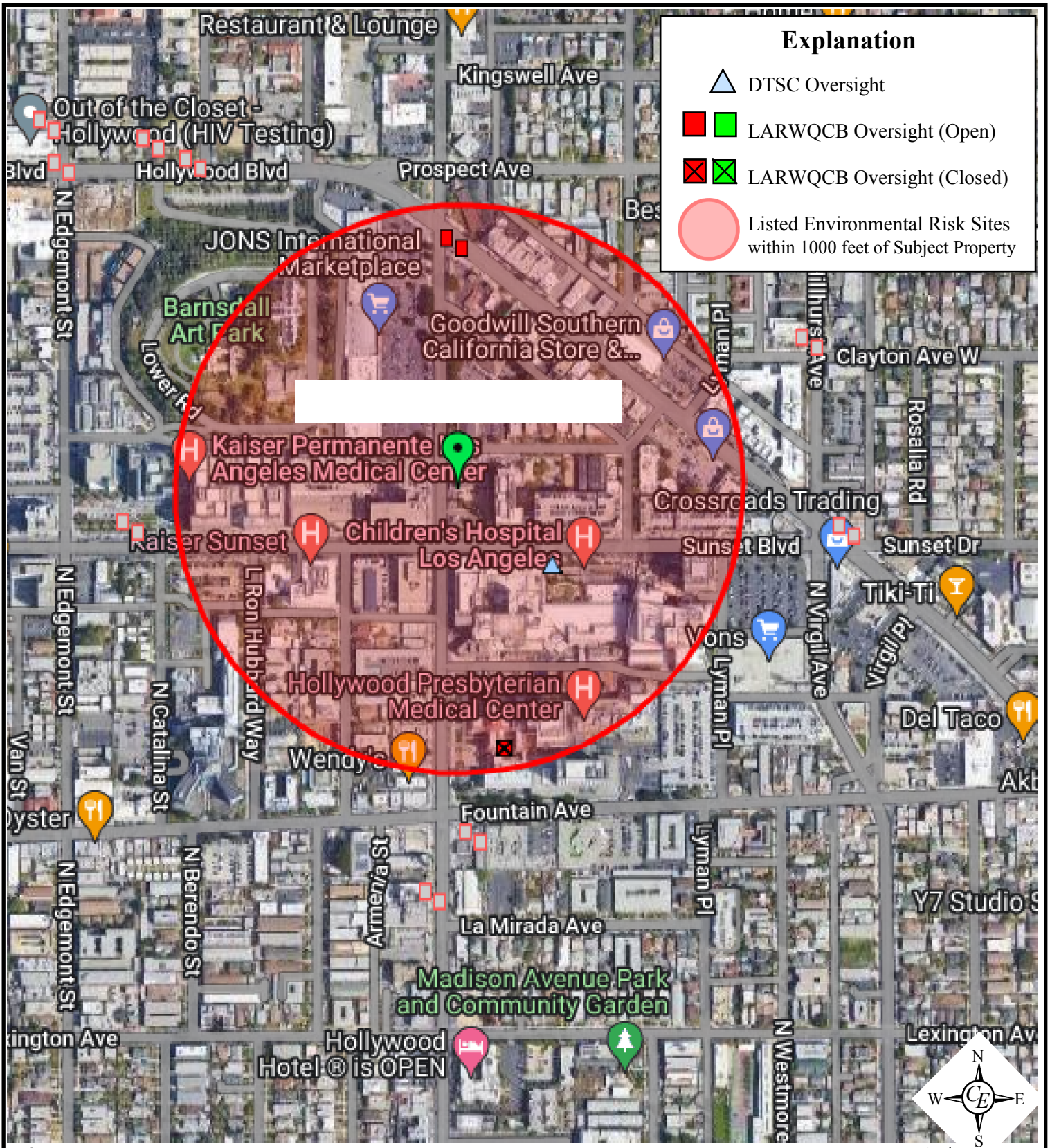
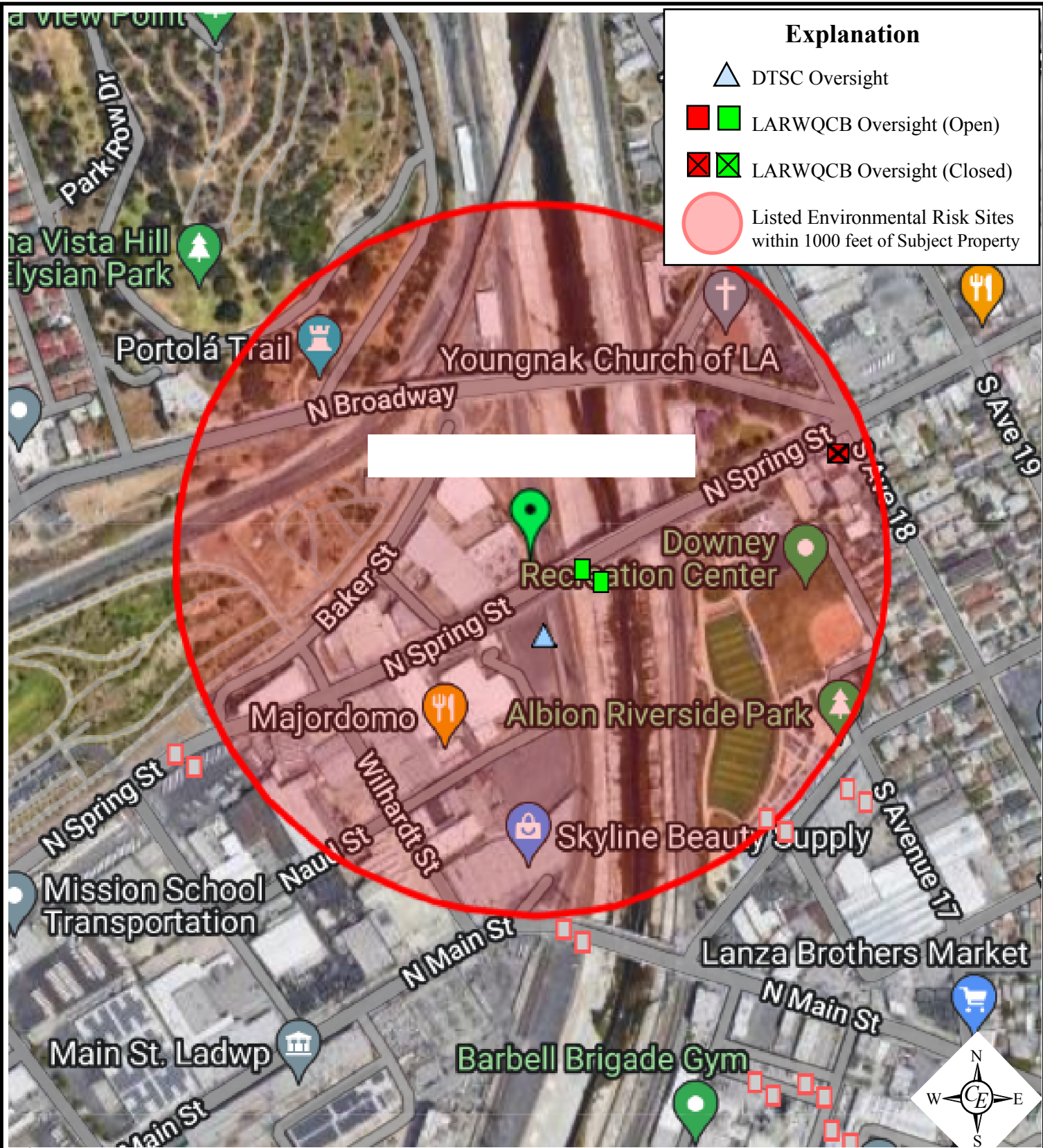


FIGURE 35- SITE NFF-01
 Vicinity of 4900 Sunset Blvd.
 Los Angeles, CA 90027



Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
 Environmental*



Reference: GeoTracker

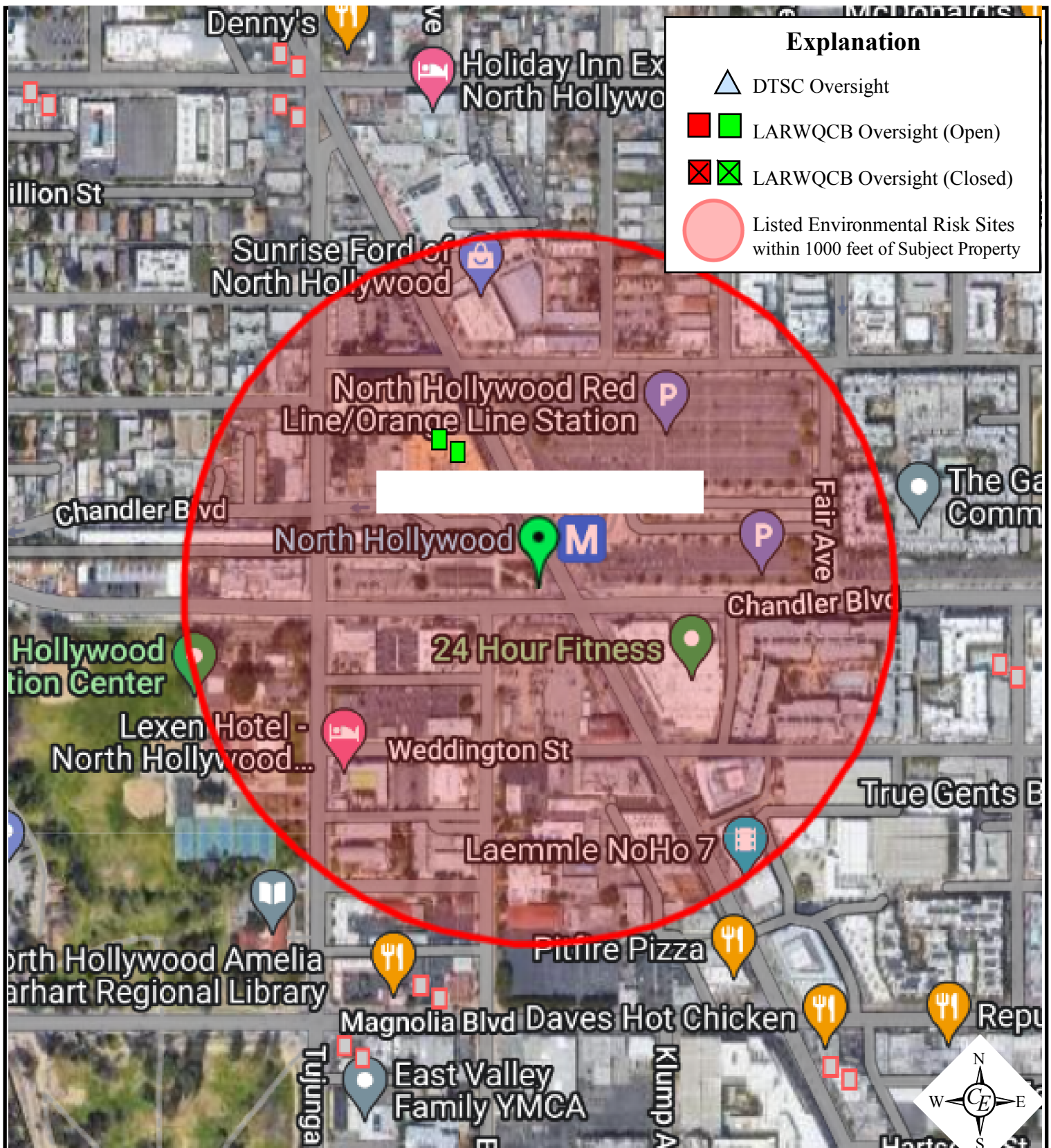
No Scale







FIGURE 36- SITE NFF-02
Vicinity of 1725 Naud St.
Los Angeles, CA 90012

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*



Explanation

-  DTSC Oversight
-  LARWQCB Oversight (Open)
-  LARWQCB Oversight (Closed)
-  Listed Environmental Risk Sites within 1000 feet of Subject Property

Reference: GeoTracker

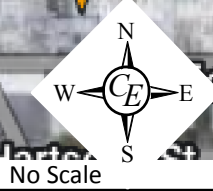


FIGURE 37- SITE NFF-03
 Vicinity of 11232 Cumpston St.
 Los Angeles, CA 91601

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

3643 Plot Plan

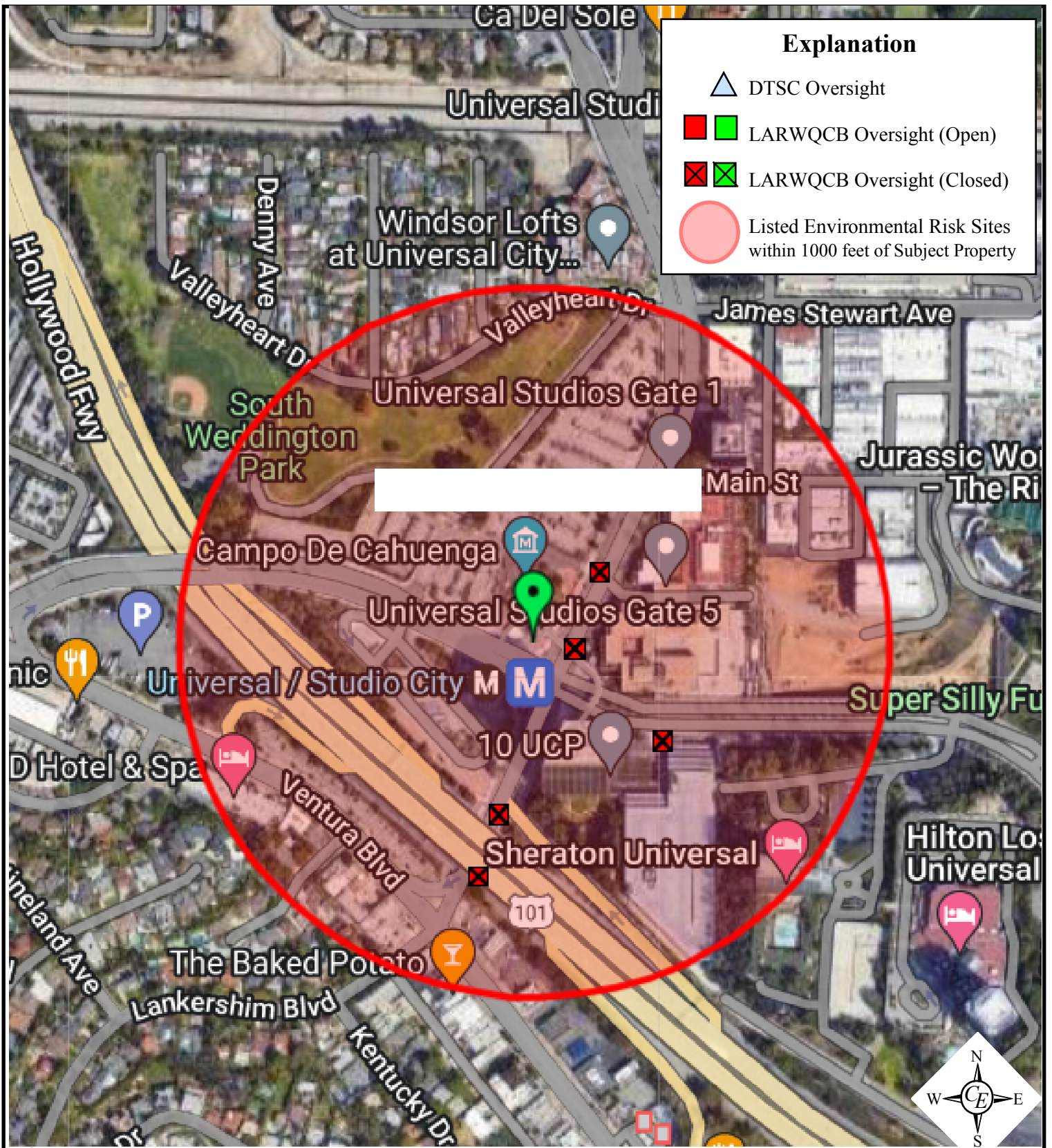


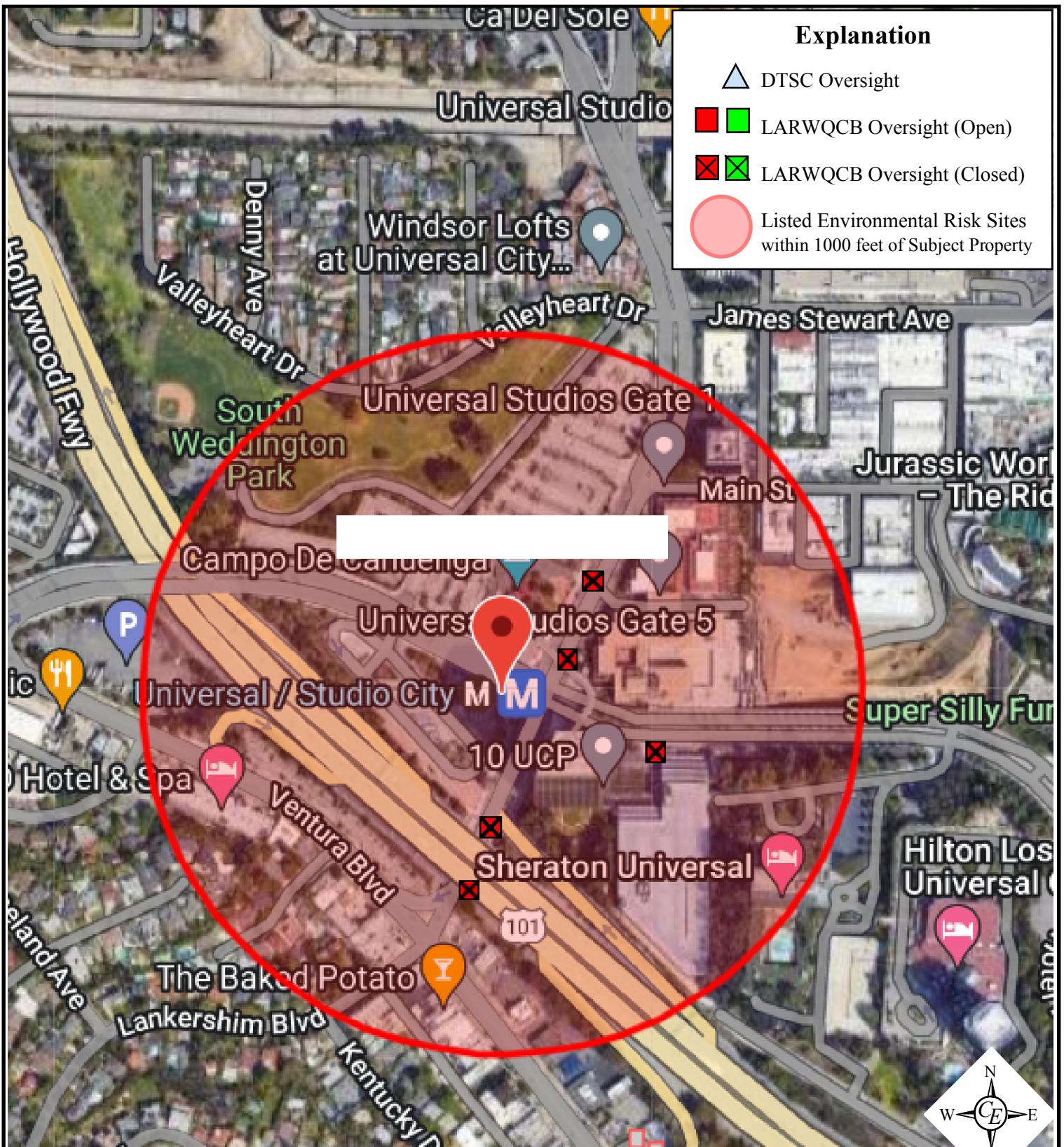
FIGURE 38- SITE NFF-04

Vicinity of 3909 Lankershim Blvd.
Studio City, CA 91604









Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*



Explanation

-  DTSC Oversight
-   LARWQCB Oversight (Open)
-   LARWQCB Oversight (Closed)
-  Listed Environmental Risk Sites within 1000 feet of Subject Property

Reference: GeoTracker No Scale

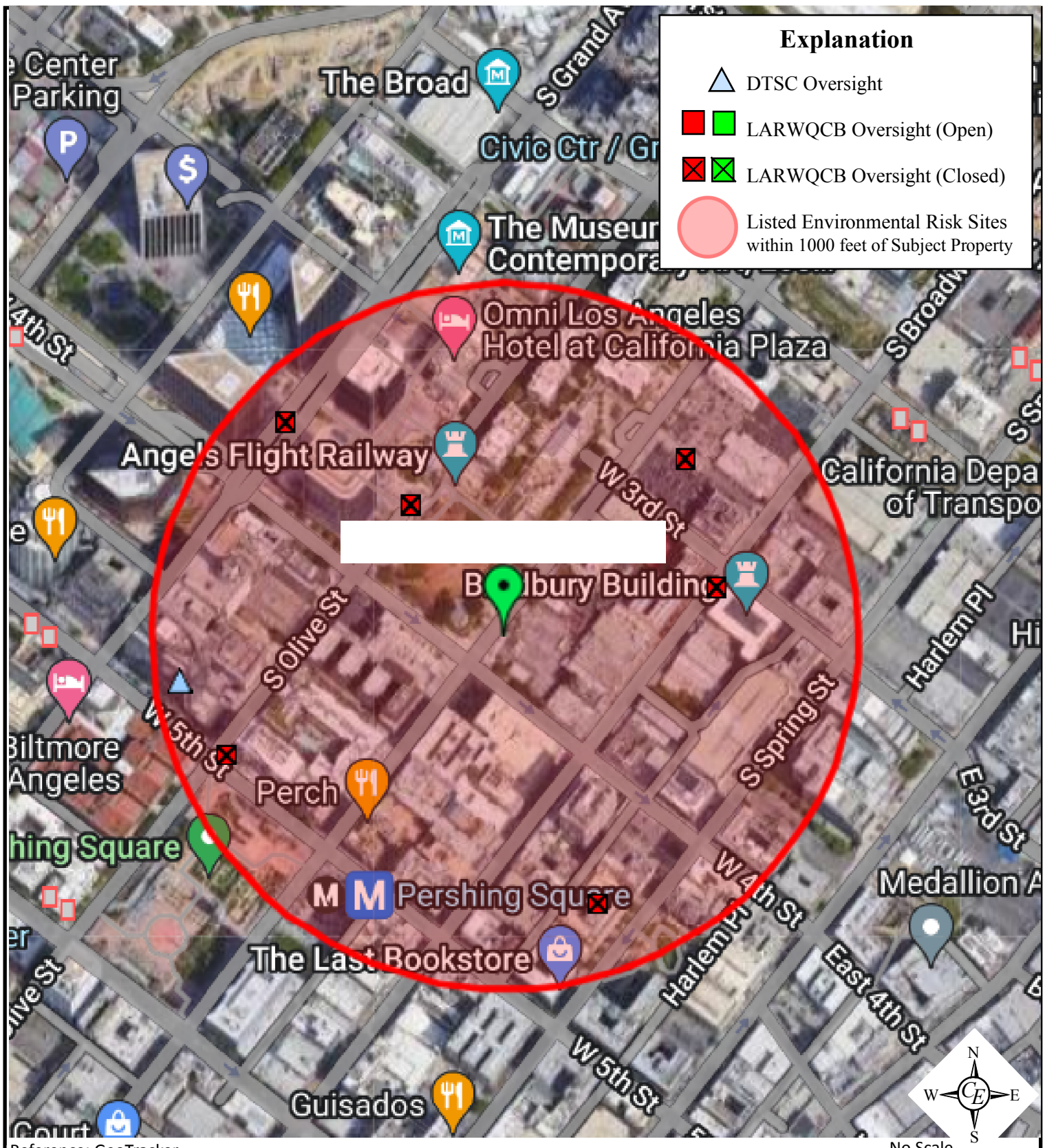


FIGURE 39- SITE NFF-05
Vicinity of 3875 Lankershim Blvd.
North Hollywood, CA 91604

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*

3643 Plot Plan



Explanation

- DTSC Oversight
- LARWQCB Oversight (Open)
- LARWQCB Oversight (Closed)
- Listed Environmental Risk Sites within 1000 feet of Subject Property

Reference: GeoTracker

No Scale



FIGURE 40- SITE NFF-06
Vicinity of 338 S Hill St.
Los Angeles, CA 90013

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

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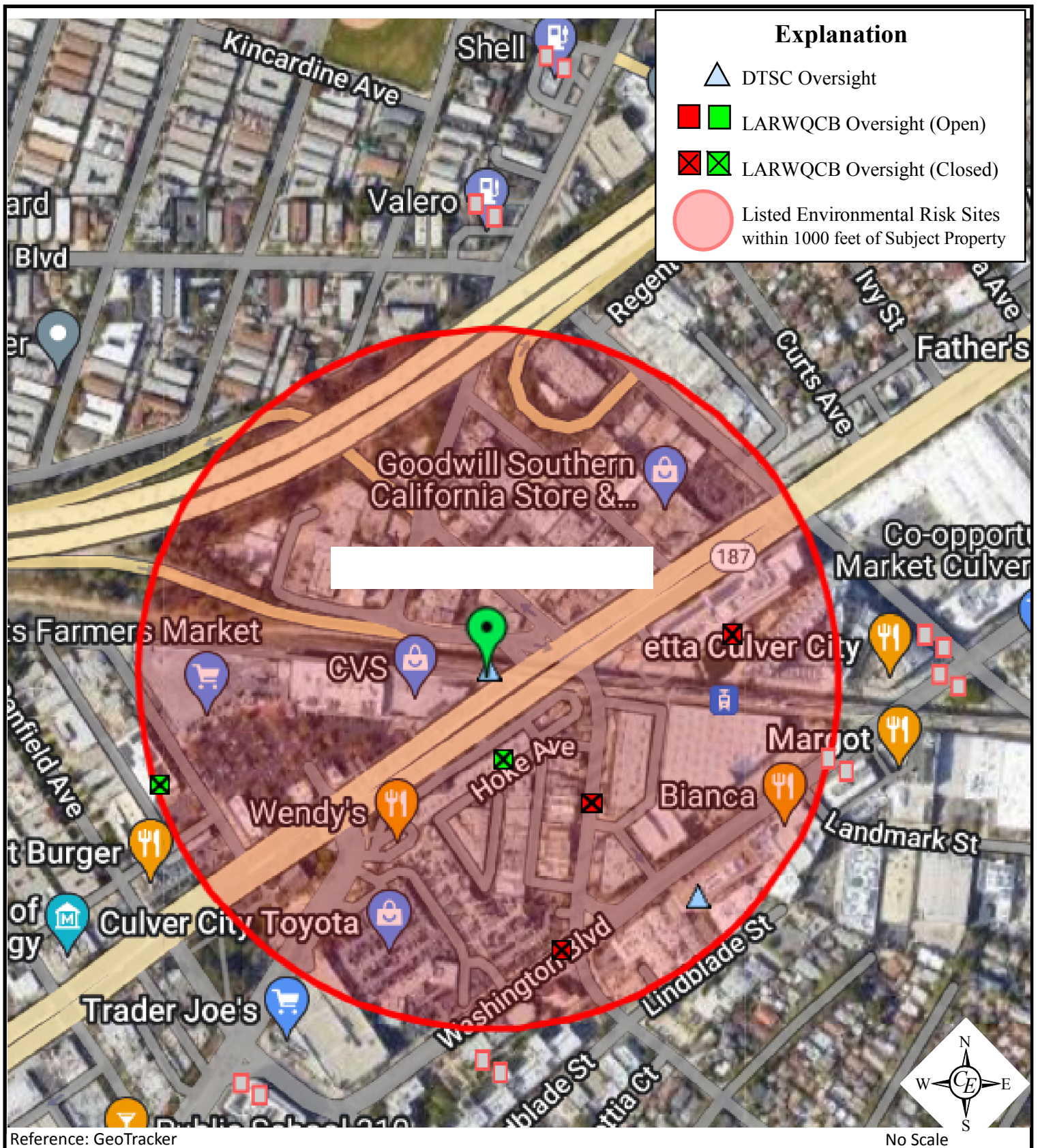
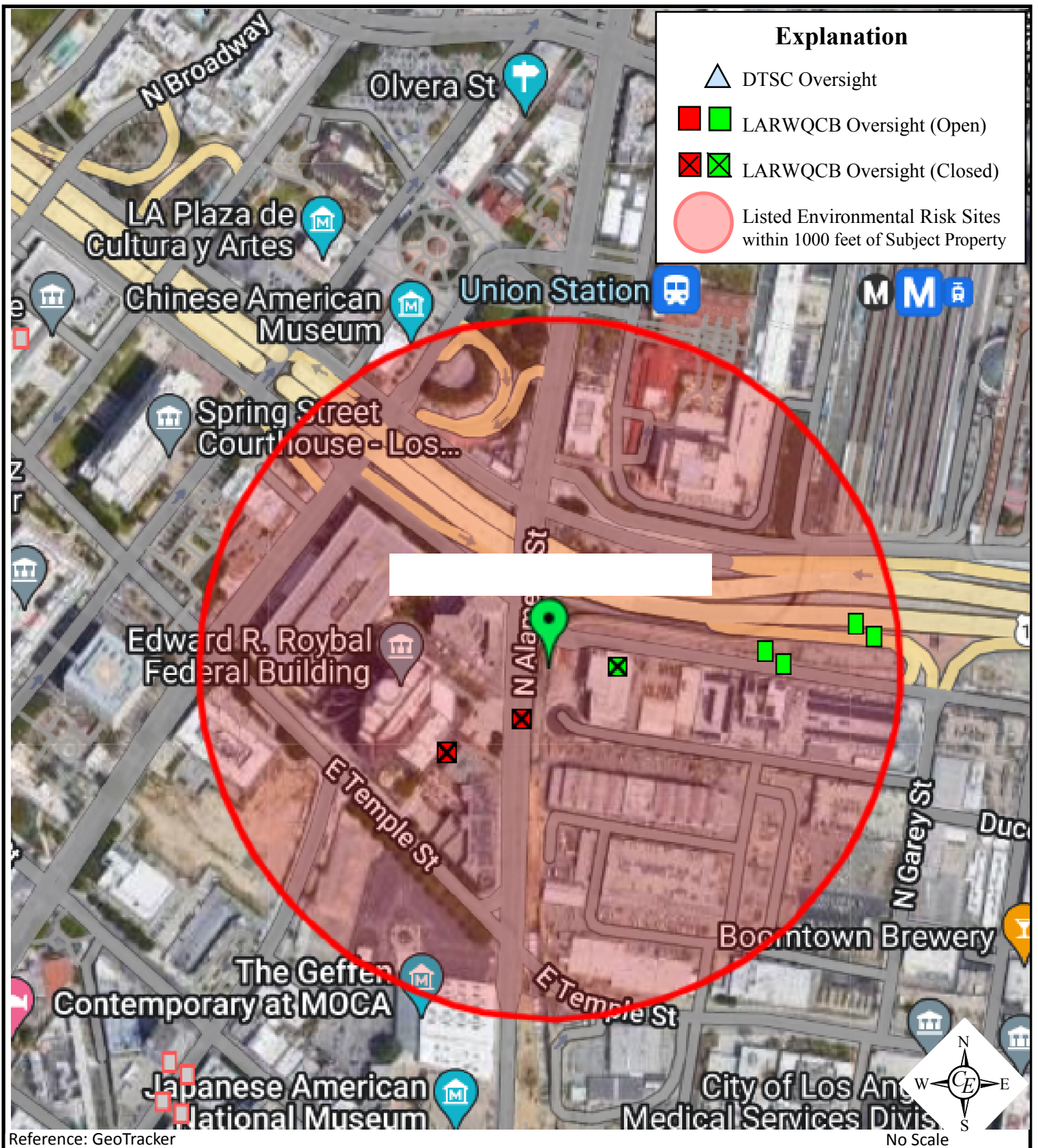


FIGURE 41- SITE NFF-07
 Vicinity of 8985 Venice Blvd.
 Los Angeles, CA 90034



Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
 Environmental*



Reference: GeoTracker

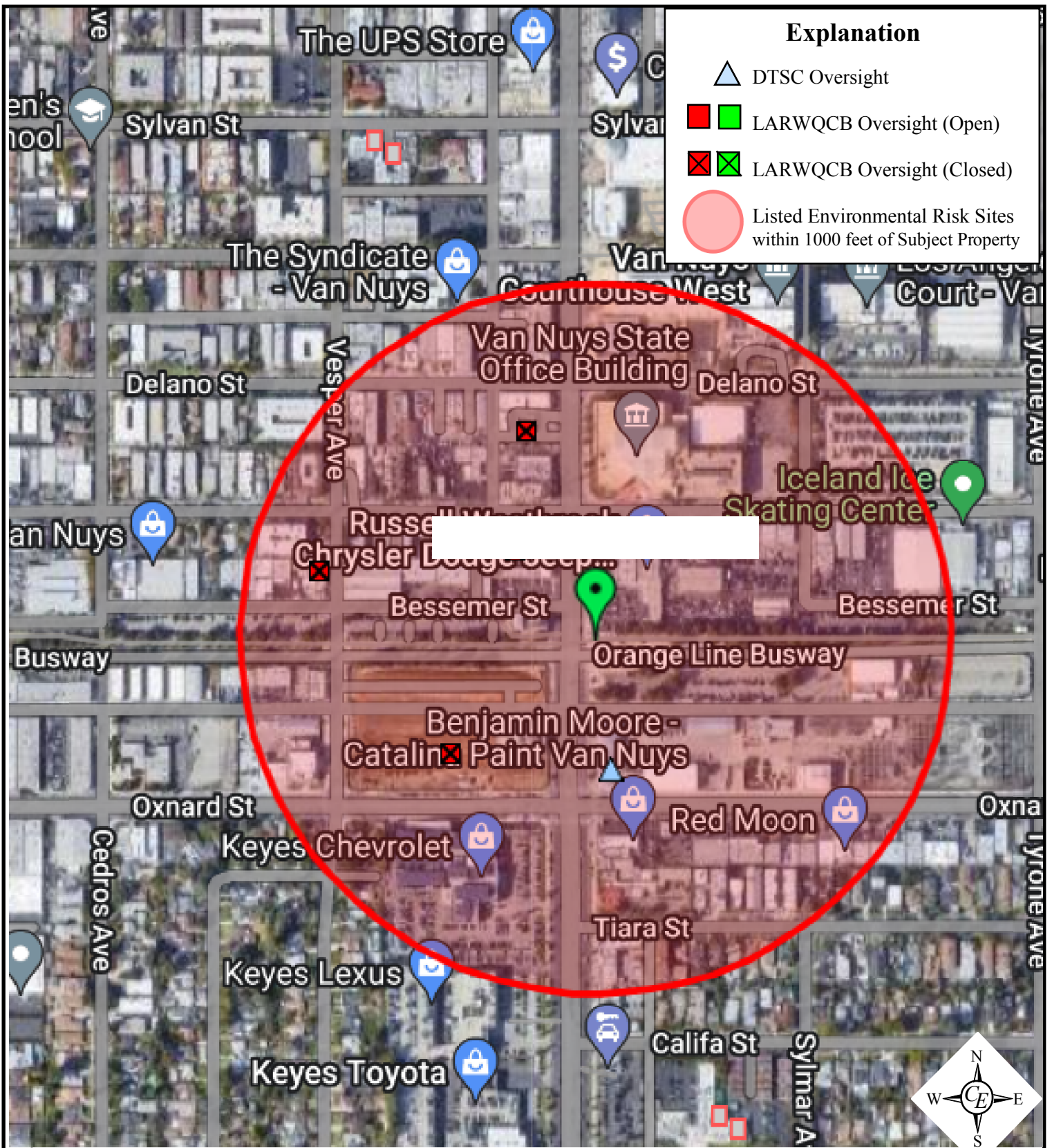
No Scale

FIGURE 42- SITE NFF-08
Vicinity of 15 N Alameda St.
Los Angeles, CA 90012









Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*



Explanation

-  DTSC Oversight
-   LARWQCB Oversight (Open)
-   LARWQCB Oversight (Closed)
-  Listed Environmental Risk Sites within 1000 feet of Subject Property

Reference: GeoTracker

No Scale

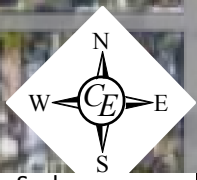


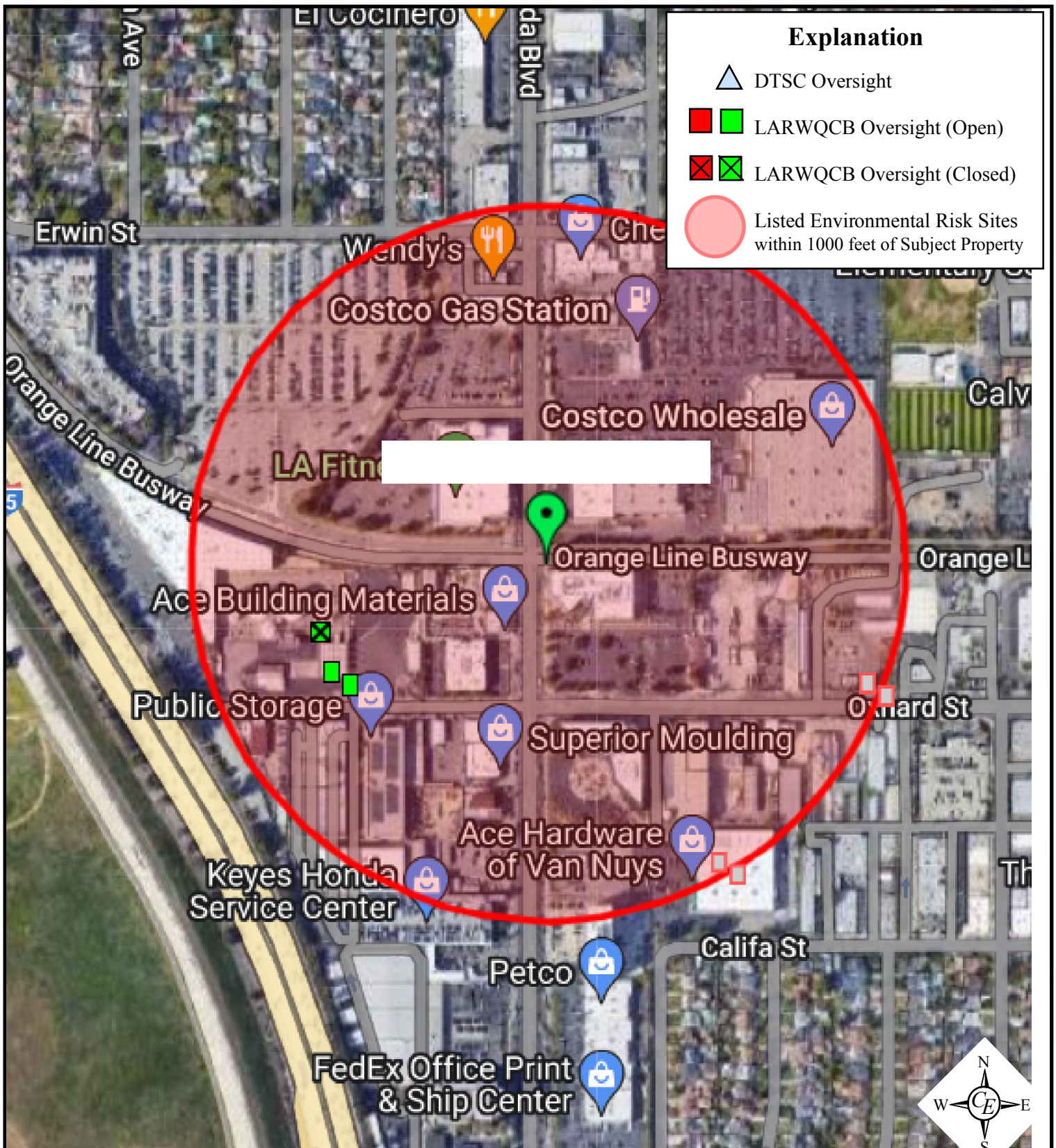
FIGURE 43- SITE NFF-09

Vicinity of 6062 Van Nuys Blvd.
Van Nuys, CA 91401



Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*



Explanation

- DTSC Oversight
- LARWQCB Oversight (Open)
- LARWQCB Oversight (Closed)
- Listed Environmental Risk Sites within 1000 feet of Subject Property

Reference: GeoTracker

No Scale

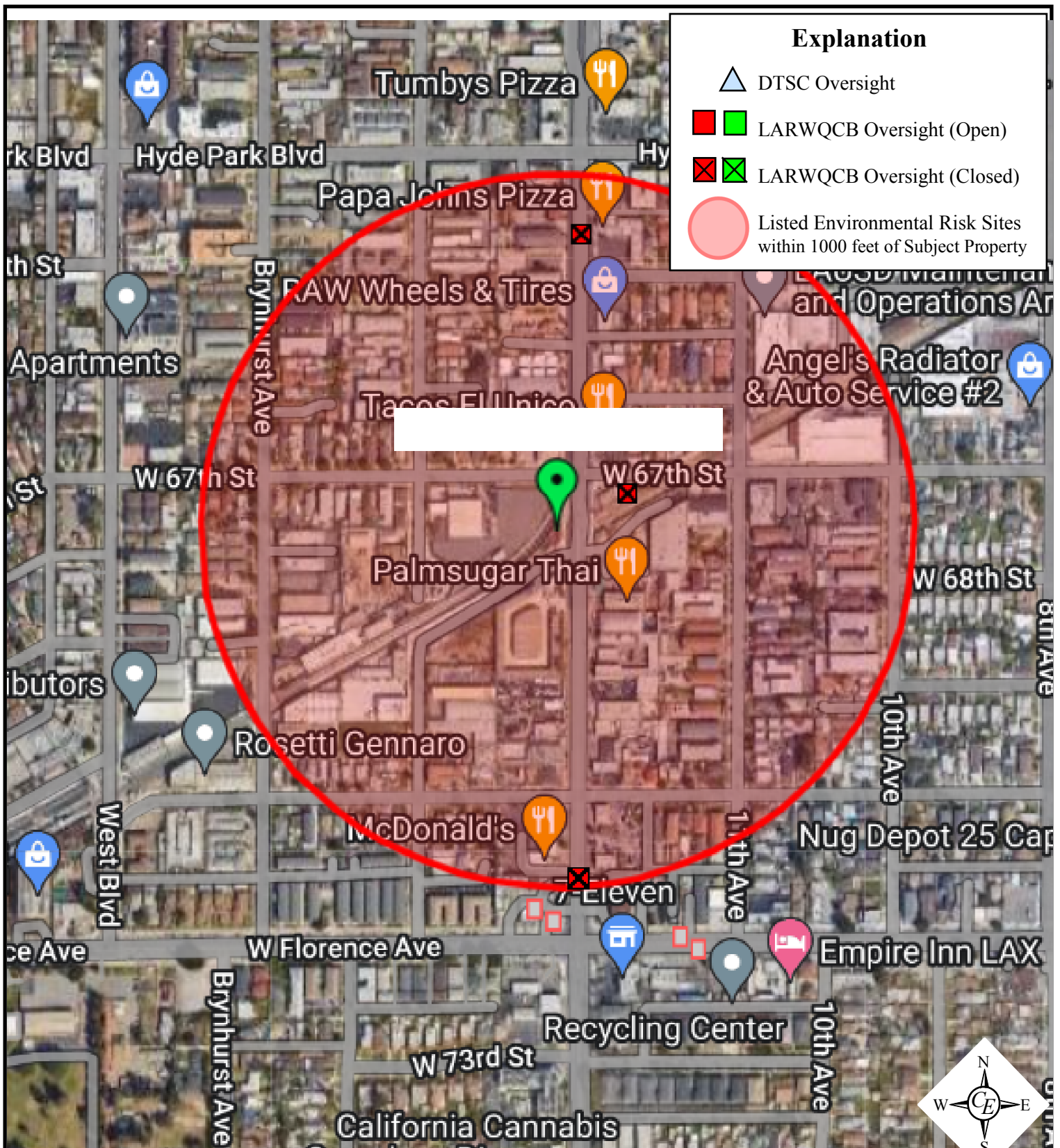


FIGURE 44- SITE NFF-10
 Vicinity of 6060 Sepulveda Blvd.
 Van Nuys, CA 91411

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

3643 Plot Plan



Reference: GeoTracker

No Scale

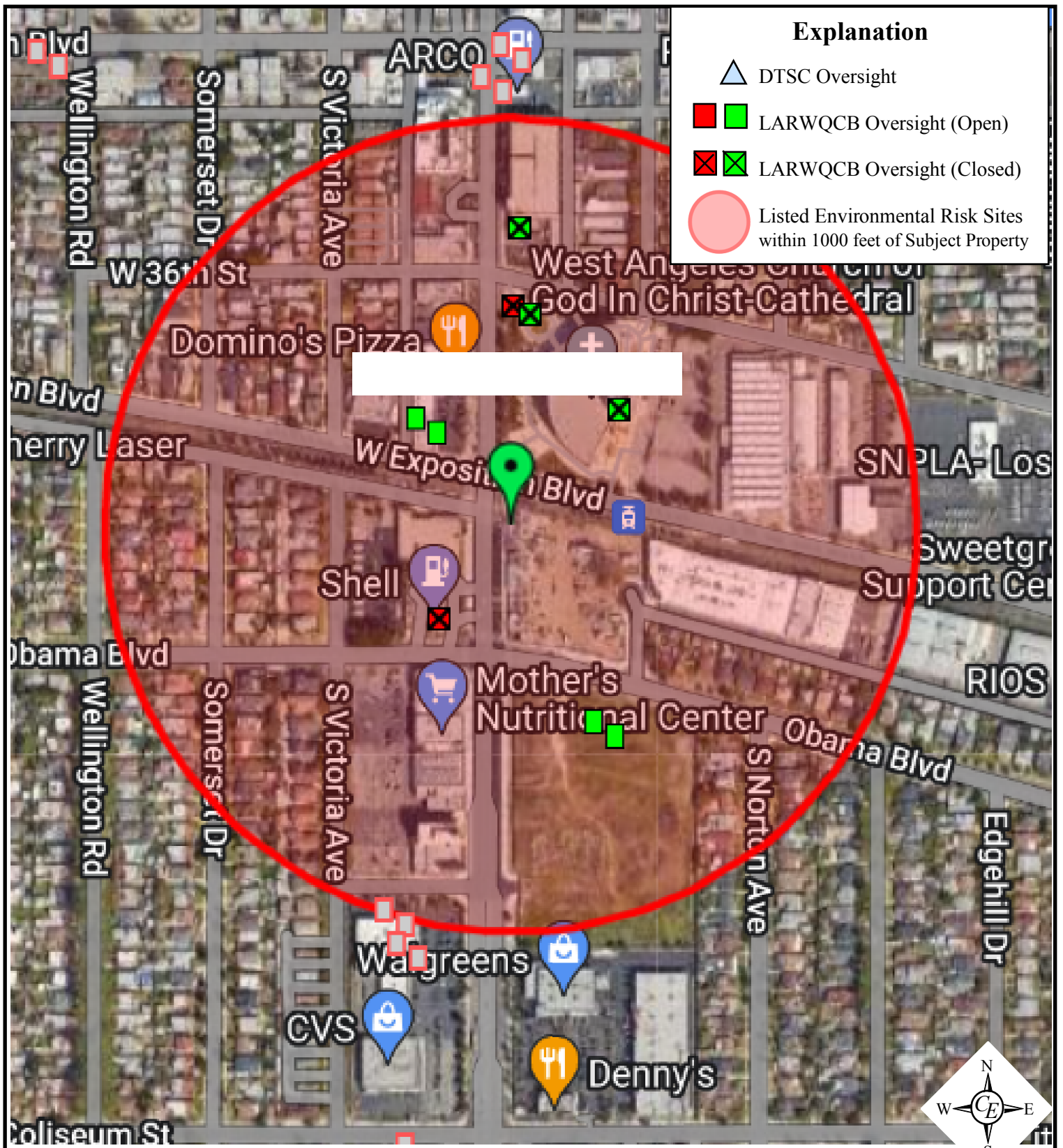


FIGURE 45- SITE NFF-11
Vicinity of 9561 Crenshaw Blvd.
Los Angeles, CA 90043







Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*

3643 Plot Plan



Explanation

-  DTSC Oversight
-   LARWQCB Oversight (Open)
-   LARWQCB Oversight (Closed)
-  Listed Environmental Risk Sites within 1000 feet of Subject Property

Reference: GeoTracker

No Scale

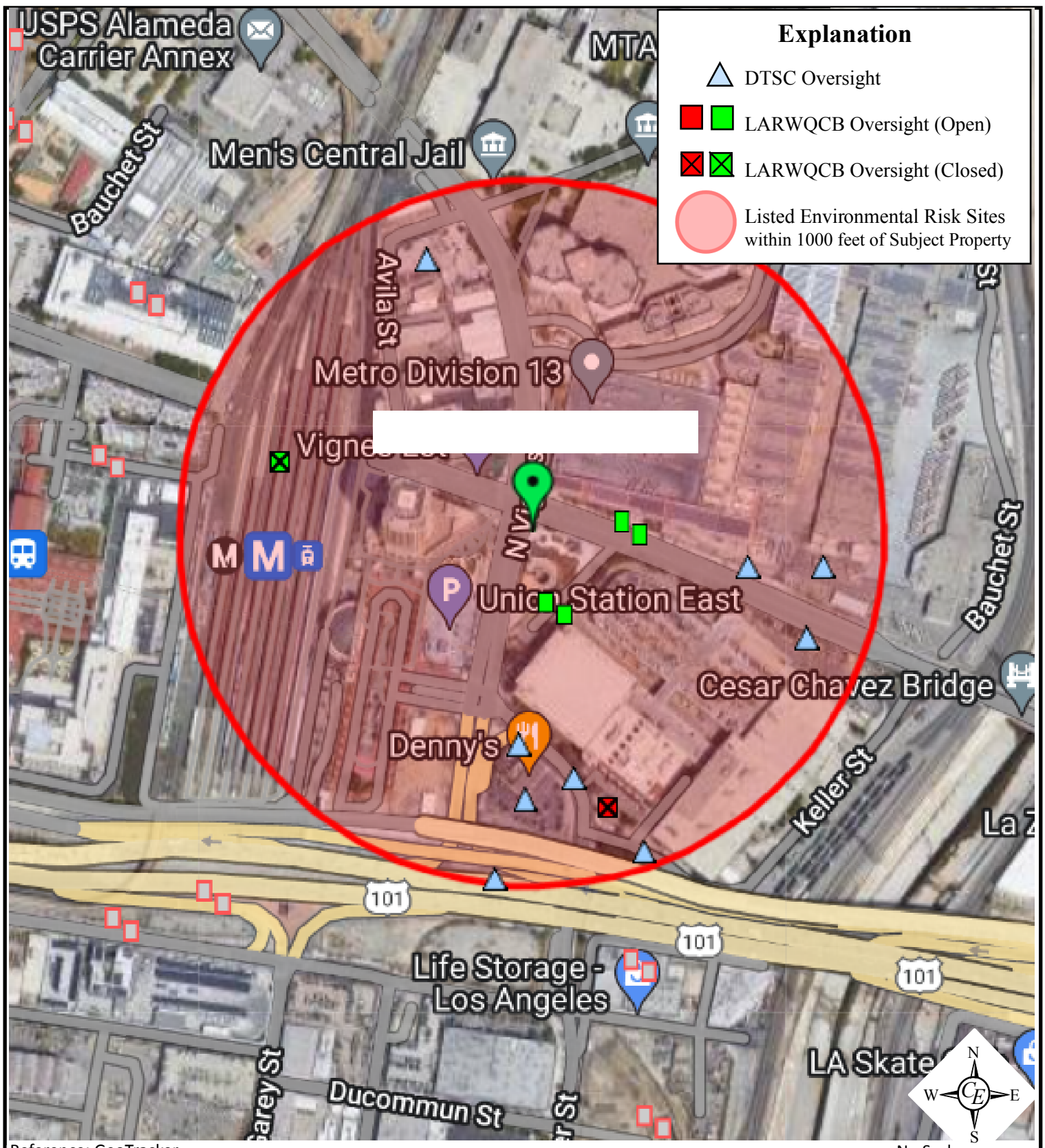


FIGURE 46- SITE NFF-12
Vicinity of 3606 W Exposition Blvd.
Los Angeles, CA 90016

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

3643 Plot Plan



Reference: GeoTracker

No Scale

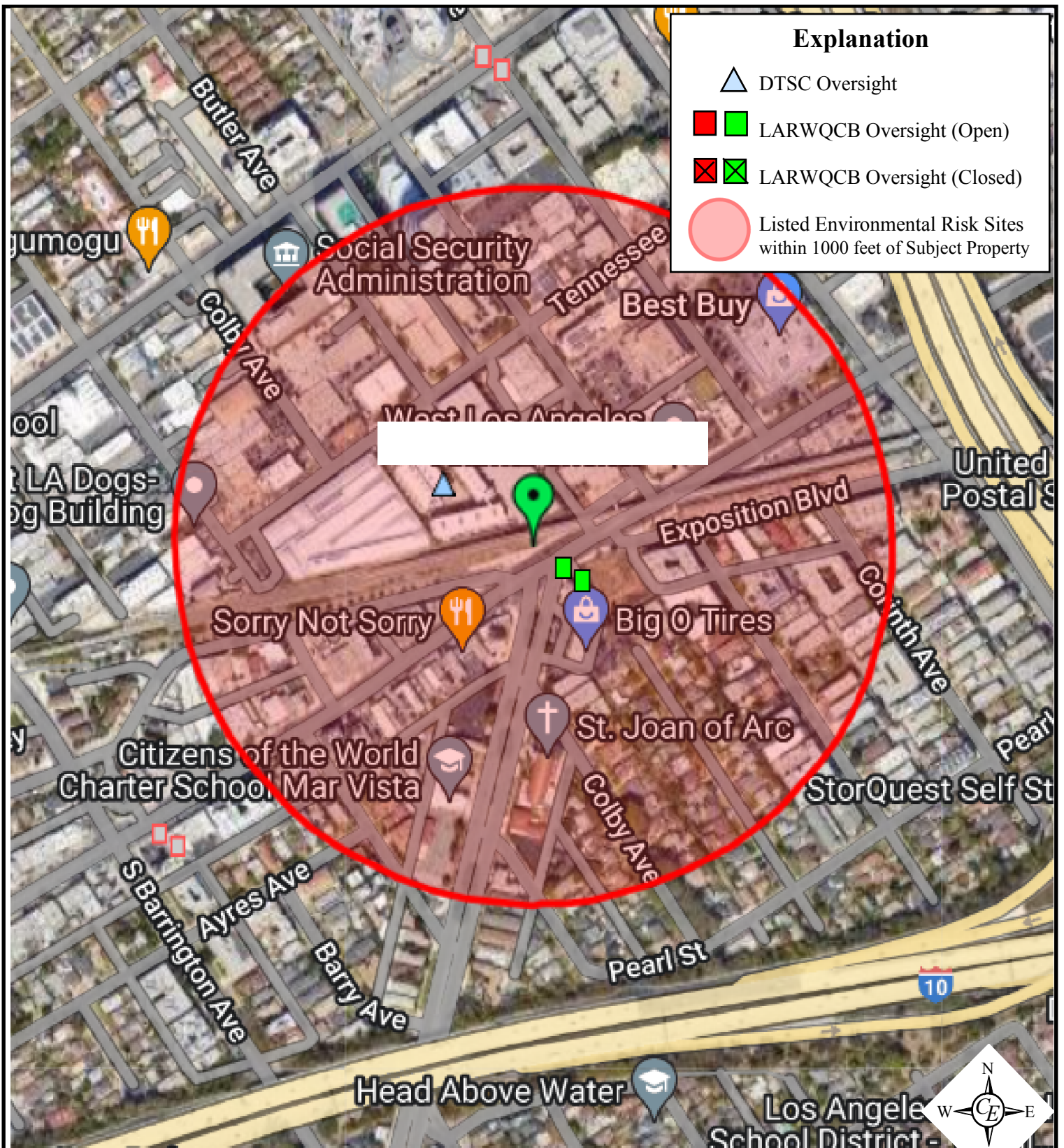


FIGURE 47- SITE NFF-13
Vicinity of 555 Ramirez St.
Los Angeles, CA 90012

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

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Explanation

- DTSC Oversight
- LARWQCB Oversight (Open)
- LARWQCB Oversight (Closed)
- Listed Environmental Risk Sites within 1000 feet of Subject Property

Reference: GeoTracker

No Scale



FIGURE 48- SITE NFF-14
 Vicinity of 11470 Tennessee Ave.
 Los Angeles, CA 90064

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

3643 Plot Plan

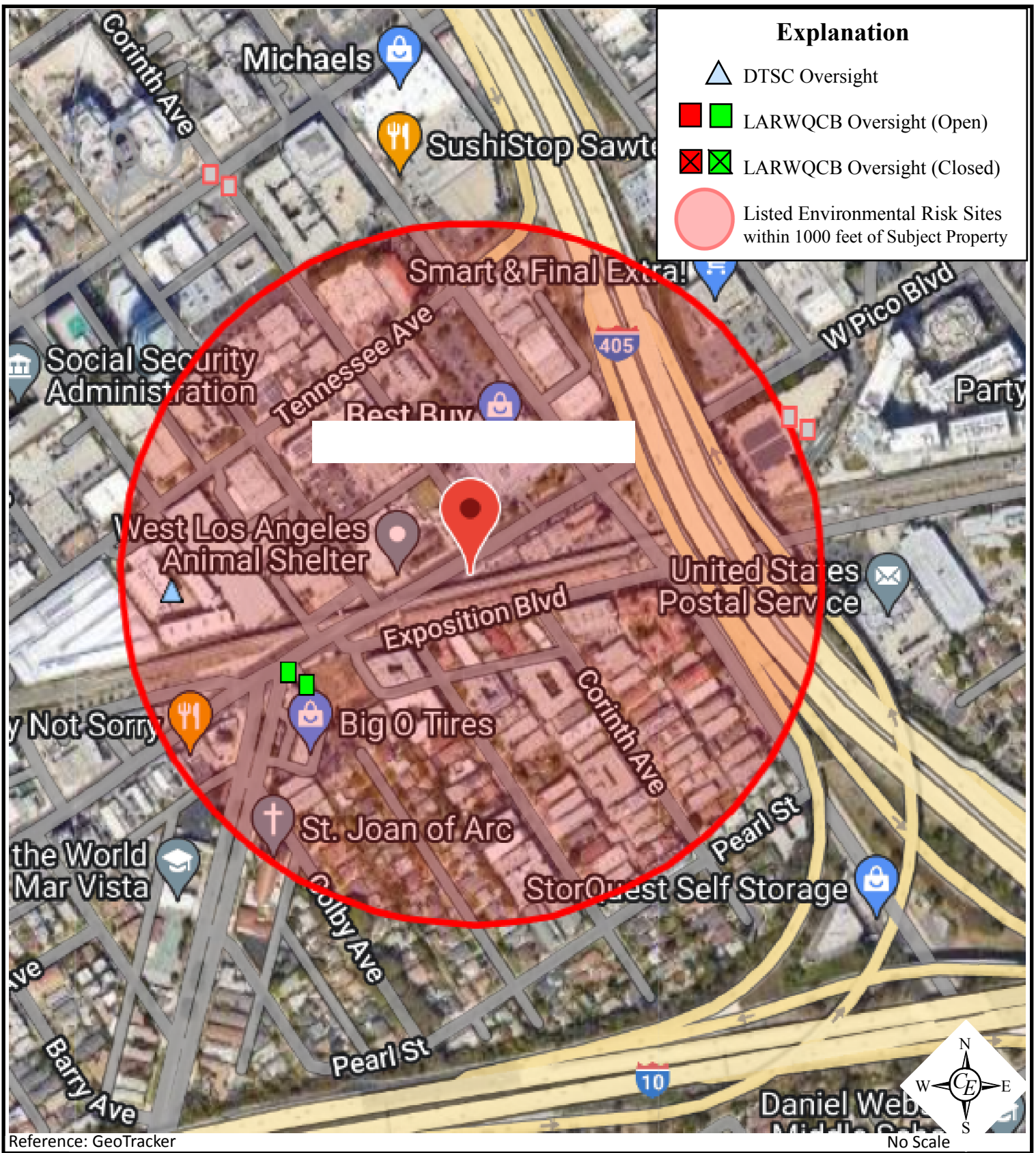


FIGURE 49- SITE NFF-15
 Vicinity of 11344 W Pico Blvd.
 Los Angeles, CA 90064



Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
 Environmental*

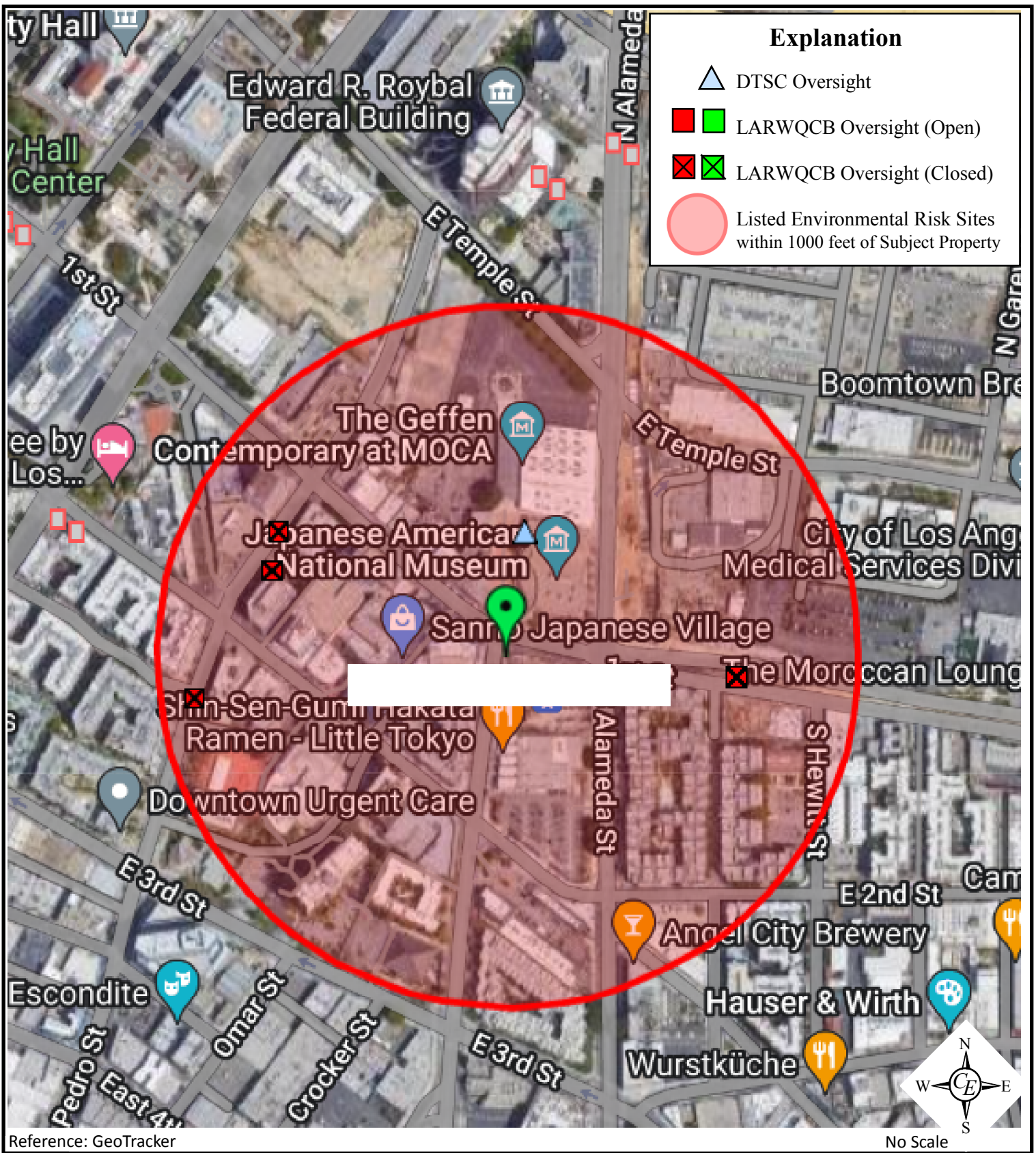
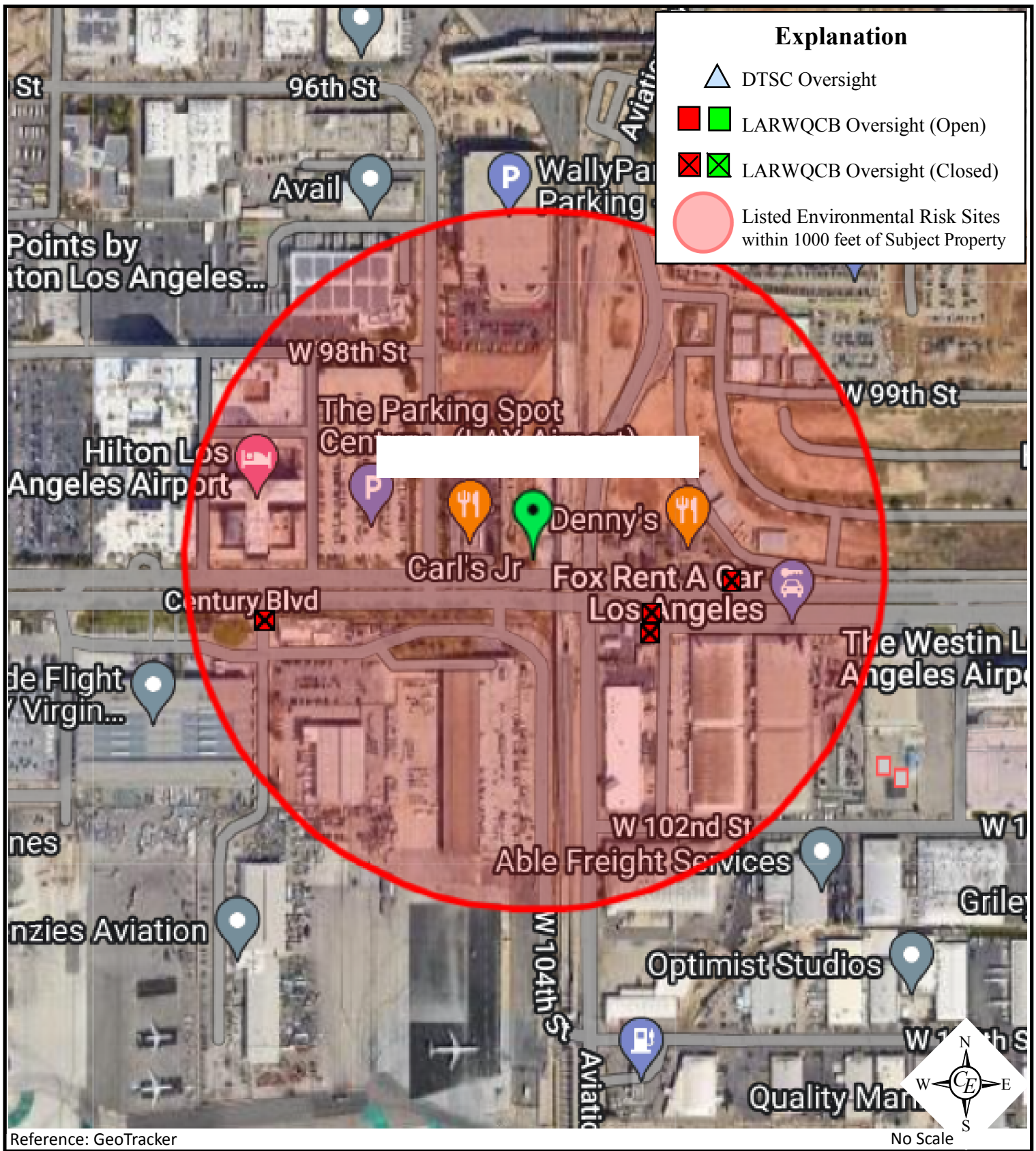


FIGURE 50- SITE NFF-16
Vicinity of 400 1st St,
Los Angeles, CA 90012

*California
Environmental*

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022





Reference: GeoTracker

No Scale

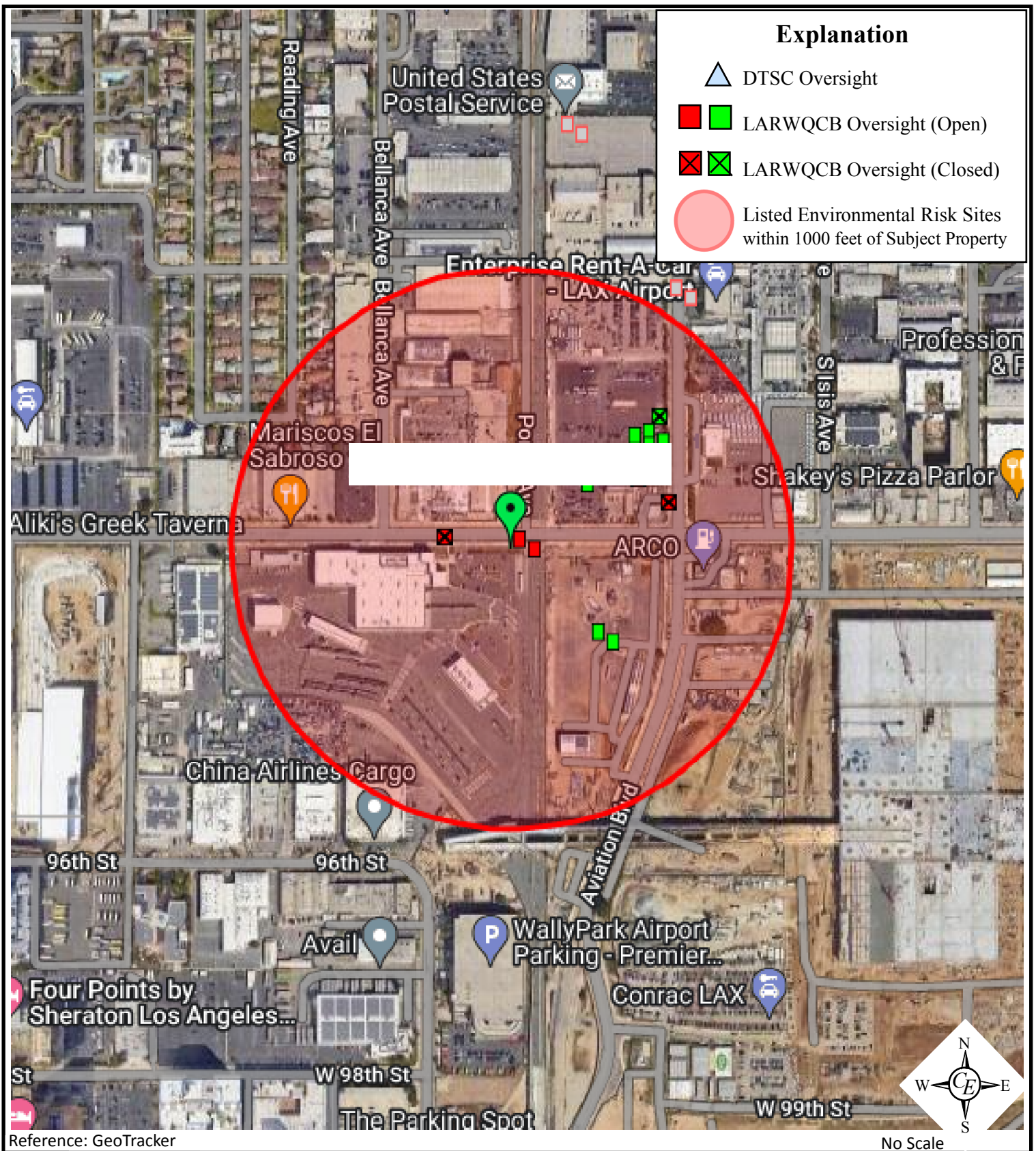


FIGURE 51- SITE NFF-17
Vicinity of 5601 W Century Blvd.
Los Angeles, CA 90045

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

3643 Plot Plan



Reference: GeoTracker

No Scale

FIGURE 52- SITE NFF-18
Vicinity of 9131 Aviation Blvd.
Inglewood, CA 90301



Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
Environmental*

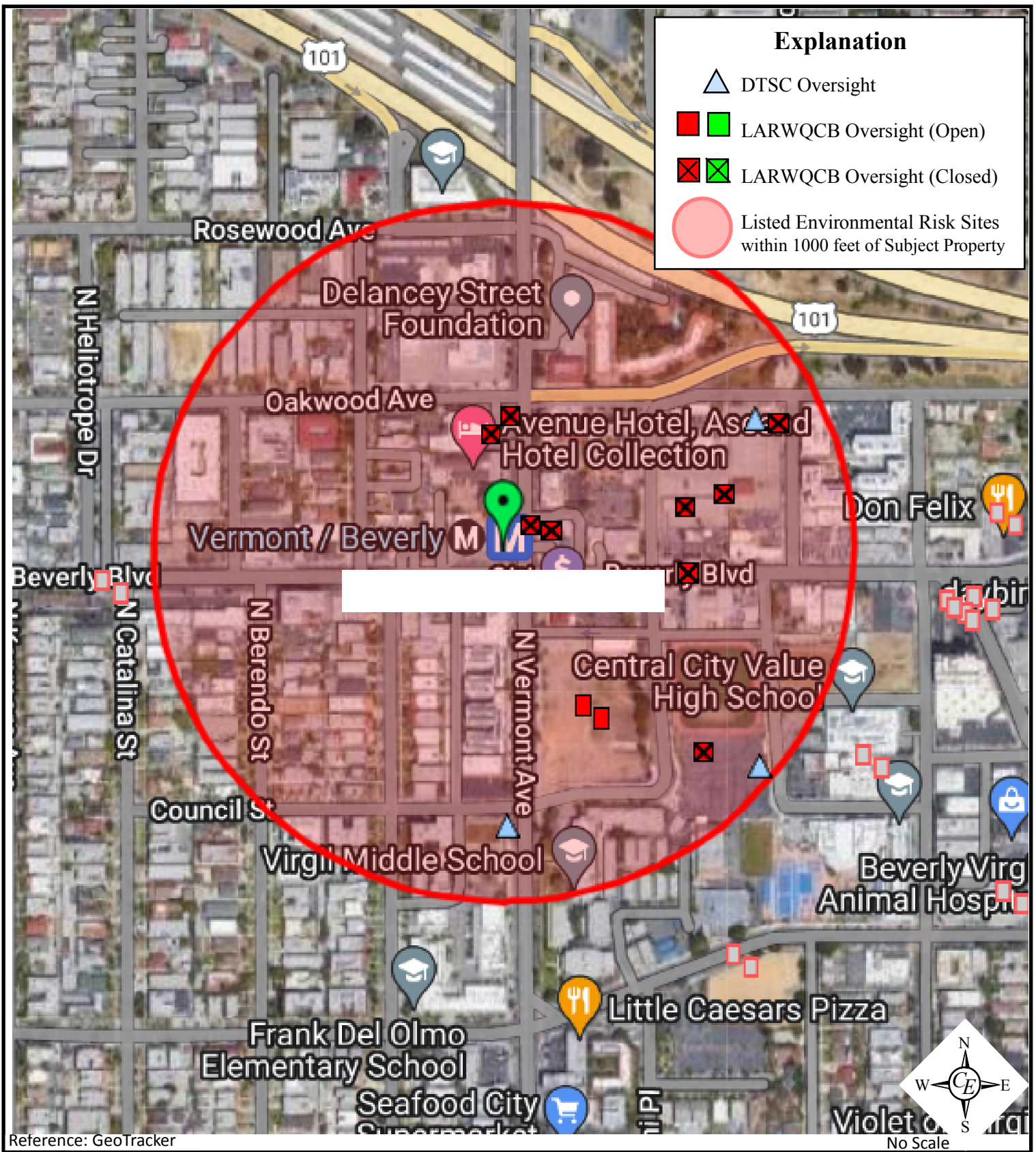
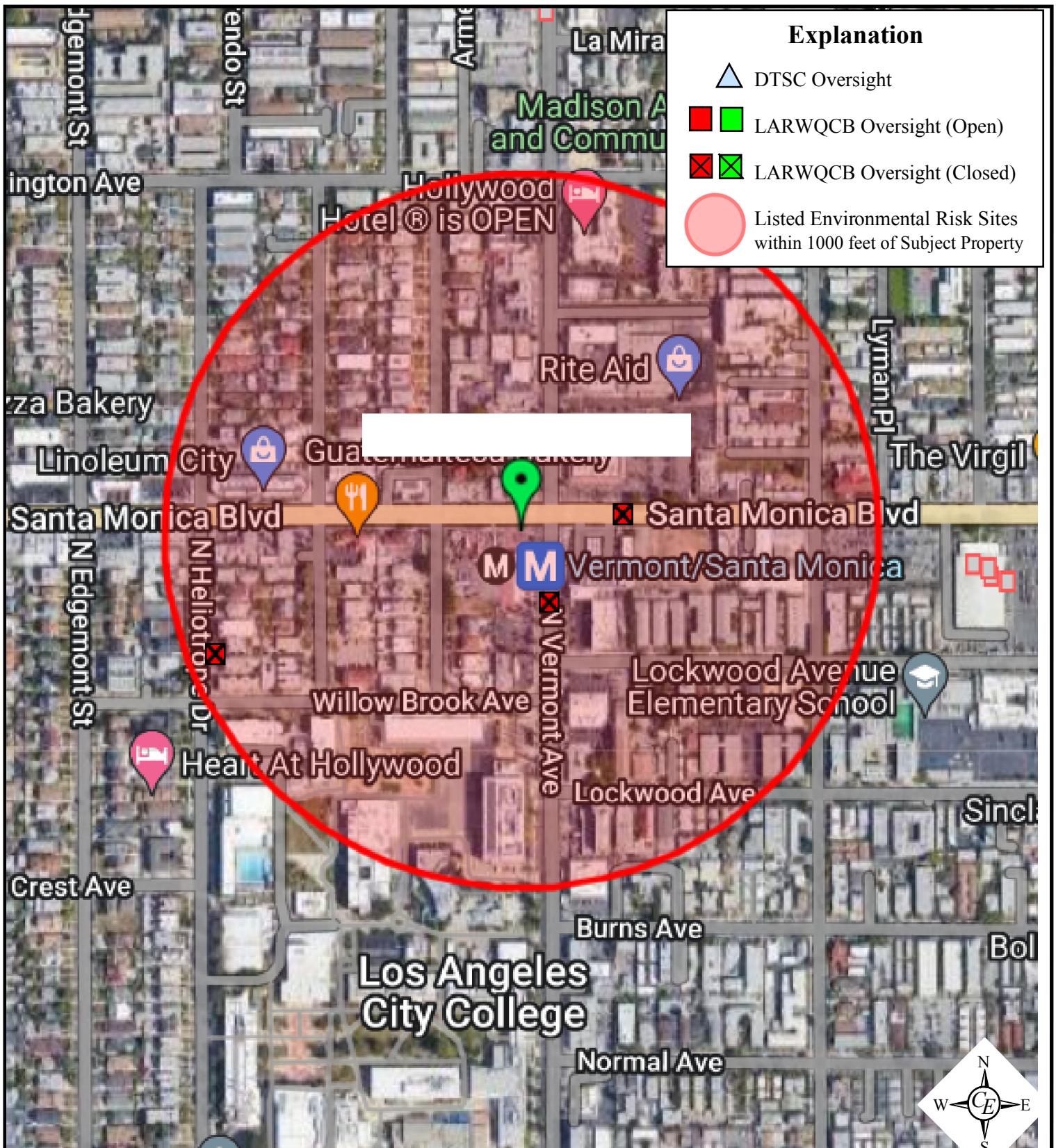


FIGURE 53- SITE NFF-19
 Vicinity of 304 N Vermont Ave.
 Los Angeles, CA 9000









Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

*California
 Environmental*



Explanation

-  DTSC Oversight
-   LARWQCB Oversight (Open)
-   LARWQCB Oversight (Closed)
-  Listed Environmental Risk Sites within 1000 feet of Subject Property

Reference: GeoTracker

No Scale

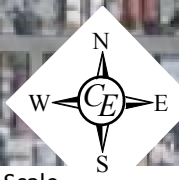
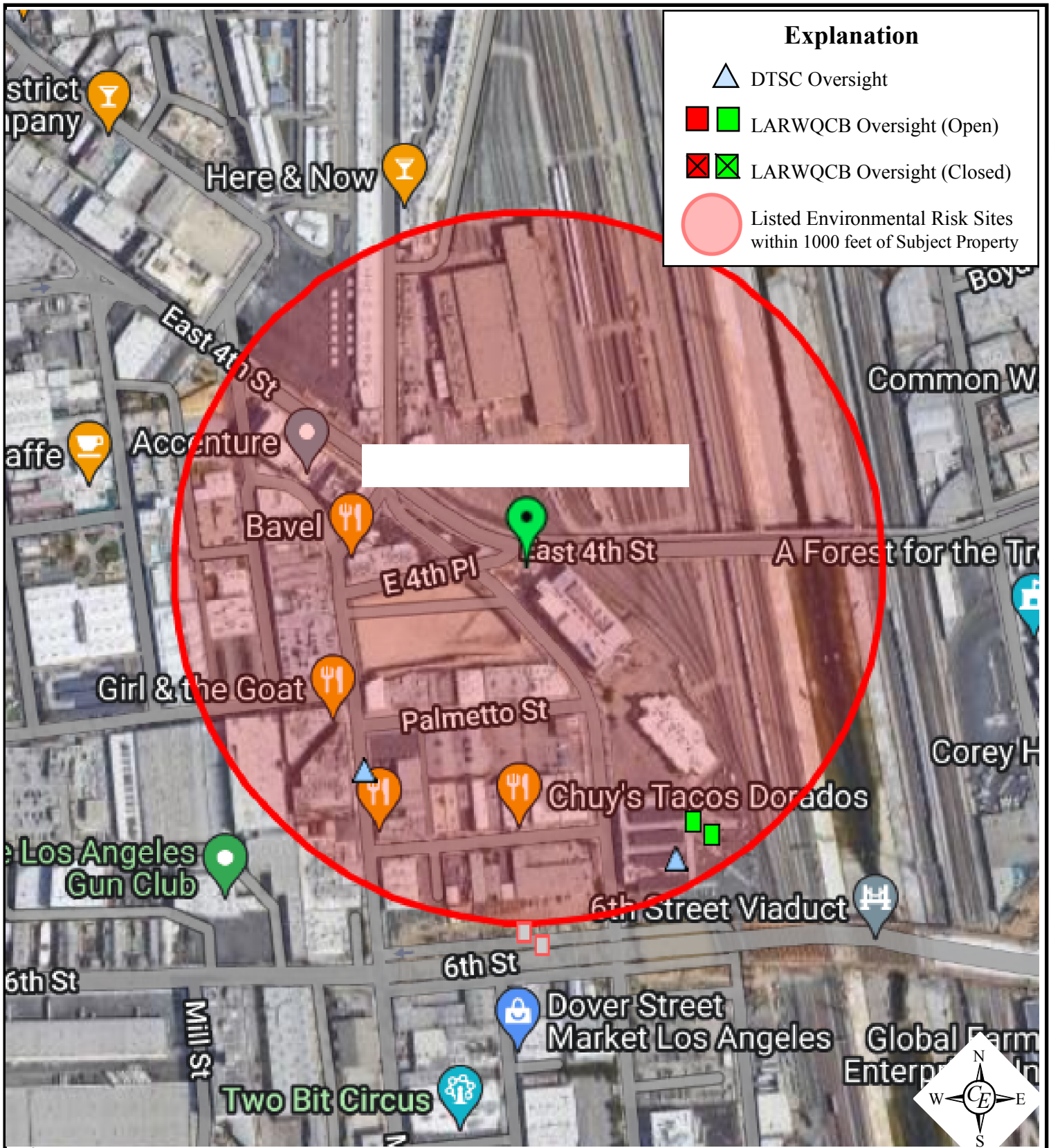


FIGURE 54- SITE NFF-20
Vicinity of 4666 Santa Monica Blvd.
Los Angeles, CA 90029





Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

3643 Plot Plan



Explanation

-  DTSC Oversight
-  LARWQCB Oversight (Open)
-  LARWQCB Oversight (Closed)
-  Listed Environmental Risk Sites within 1000 feet of Subject Property

Reference: GeoTracker

No Scale

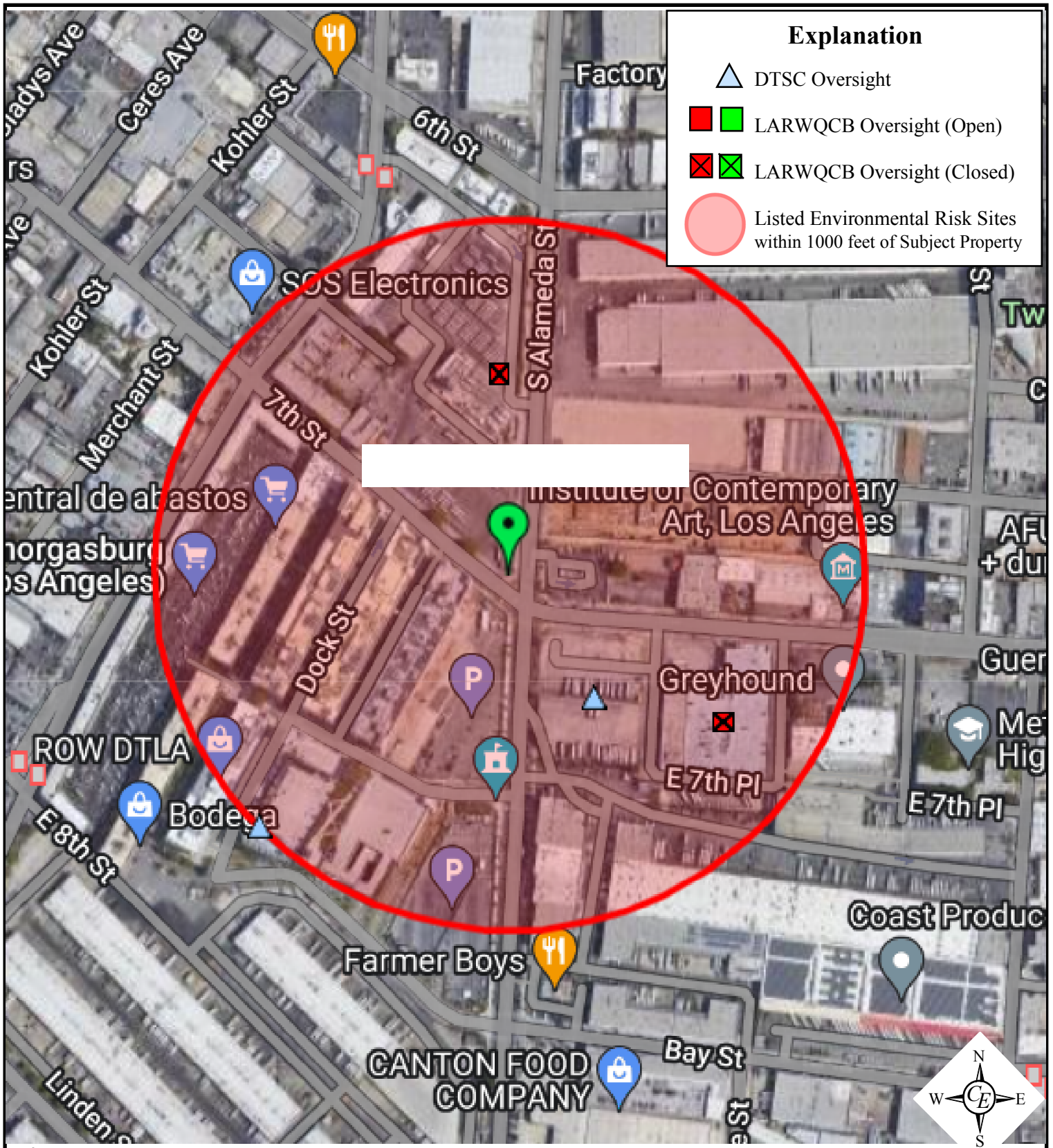


FIGURE 55- SITE NFF-21
 Vicinity of 500 S Santa Fe Ave.
 Los Angeles, CA 90013

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022

California Environmental

3643 Plot Plan



Reference: GeoTracker

No Scale

FIGURE 56- SITE NFF-22
Vicinity of 690 Alameda St.
Los Angeles, CA 90021

*California
Environmental*

Drawn By:	MCS	Job #	EV0622-3643
Checked By:	CIB	Date:	July 2022



APPENDIX I
Sites Environmental Matrix

TCN SITES ENVIRONMENTAL MATRIX

Sign ID	Location	Air Photos	Enviro Agency Listed Sites S.P.	Enviro Agency Listed Sites Adj.	Depth to GW	Ground Elevation	Soil Conditions	Nearest APN Address	Local Agency Permits	Historical Topo Maps	CaIGEM	Methane Zone	Risk Level/Factors
FF-01	US-101 North Lanes at Union Station	1994-2021	---	DTSC (928 ft E)	~ 36 ft	294 ft	Alluvial	5409-023-930 700 Alameda St. 90012	No Address for Site	Los Angeles 1894-2022	No Oil Wells	None	High
FF-02	US-101 South Lanes at Center Street	1985-2021	---	LARWQCB LUST	40 ft (2002)	278 ft	Alluvial	5173-019-901 801 E Commercial St. 90012	No Address for Site	Los Angeles 1894-2022	Well 400 ft South	Buffer Zone	High
FF-03	US-101 North Lanes at Keller Street	1994-2021	---	LUST-Piper Technical Center (79 ft W)	~ 31 ft (1970)	276 ft	Alluvial	5409-021-902 101 at LA River	No Address for Site	Los Angeles 1894-2022	Well 600 ft South	Buffer Zone	High
FF-04	US-101 South Lanes at Beaudry Street	1989-2021	---	---	~ 31 ft (2002)	364 ft	Fill, Bedrock	5160-024-902 1125 W Temple St 90012	No Address for Site	Los Angeles 1894-2022	Oil Wells <180 ft	Methane Zone	* High
FF-05	US-101 North Lanes, Northwest of Lankershim Boulevard	1989-2021	---	Chevron-LUST (246 ft S), 10 Universal-LUST (1000 ft E)	~ 12 ft (2009)	585 ft	silty-sand, sandy-silt	2423-037-910 Universal City	No Address for Site	Los Angeles 1894-2022	No Oil Wells	None	High
FF-06	I-5 South Lanes at North Avenue 19	1994-2021	---	Lawry-Cleanup, DTSC (687 SW)	~ 40 ft (2002)	326 ft	Alluvial, fine-grained sands	5415-002-801 I-5 at Ave 19	No Address for Site	Los Angeles 1894-2022	Oil well > 2000 ft	Methane Buffer Zone	High
FF-07	I-5 North Lanes at San Fernando Road	1994-2021	---	Wayne Perry (>1000 ft E)	50 ft (2001)	327 ft	Alluvial	5445-007-801 2055 N. Figueroa	No Address for Site	Los Angeles 1894-2022	Oil Well > 2000 ft	none	Low
FF-08	I-5 South Lanes and Exit Ramp to I-10	1994-2021	---	LA RWQCB (1,000 ft W)	~ 13 ft (2012)	305 ft	Alluvial	5410-009-905 850 N. Mission	No Address for Site	Los Angeles 1894-2022	Oil well 1,252 ft East	none	Low
FF-09	I-10 West Lanes (Bus Yard)	1994-2021	LUST-TRC	---	~ 13 ft (2012)	296 ft	Alluvial	5410-009-901	742 N Mission Rd. 90033	Los Angeles 1894-2022	Oil Well 518 ft South	Methane Buffer Zone	Low

TCN SITES ENVIRONMENTAL MATRIX

Sign ID	Location	Air Photos	Enviro Agency Listed Sites S.P.	Enviro Agency Listed Sites Adj.	Depth to GW	Ground Elevation	Soil Conditions	Nearest APN Address	Local Agency Permits	Historical Topo Maps	CaIGEM	Methane Zone	Risk Level/Factors
FF-10	I-10 West Lanes and Entrance Ramp from I-5	1994-2022		DTSC (1,000 ft NW)	~ 197 ft (1993)	236 ft	Alluvial	5171-024-905 991 S. Mission	No Address for Site	Los Angeles 1894-2022	Oil Well 1,303 ft South	None	Low
FF-11	I-10 East Lanes and Exit Ramp to SR-60 and I-5	1994-2021	---	---	~ 132 ft (2021)	233 ft	Alluvial	5170-011-003 I-10 at E. 8th	No Address for Site	Los Angeles 1894-2022	Oil Well 855 ft Southeast	Methane Buffer Zone	Low
FF-12	I-10 West Lanes at Griffin Avenue and East 16th Street	1989-2022	---	DTSC (449 ft NW), RWRCB (849 ft NW)	243 ft (2005)	228 ft	Alluvial	5132-029-905 1600 Griffith Ave.	1515 S Griffith Ave 90021 Demolition 1963 1 story , Plumbing 1986	Los Angeles 1894-2022	No Oil Wells	None	Low
FF-13	SR-2 South Lanes Northeast of Casitas Avenue	1989-2021	---	DTSC (805 ft NW), LARWQCB LUST (900 ft NE)	~ 45 ft (2022)	382 ft	Alluvial	5458-001-904 2930 Fletcher	No Address for Site	Los Angeles 1894-2022	No Oil Wells	None	High
FF-14	SR-2 North Lanes Northeast of Casitas Avenue	1994-2021	---	LARWQCB (771 ft S)	~ 45 ft (2022)	379 ft	Alluvial	5442-001-900 2 Freeway at Media Center Drive	No Address for Site	Los Angeles 1894-2022	No Oil Wells	None	High
FF-15	SR-170 South Lanes at Raymer Street	1989-2021	---	LARWQCB (226 ft S)	227 ft (2018)	747 ft	Alluvial	2324-002-901 12510 Raymer Street	7300 N Bellaire Ave 91605 Certificate of Occupancy 1991	Los Angeles 1894-2022	No Oil Wells	Methane Buffer Zone	Low
FF-16	SR-170 North Lanes North of Sherman Way	1989-2021	---	LARWQCB (635 ft S)	225 ft (2018)	746 ft	Alluvial	2307-021-801 12323 Sherman Way	No Address for Site	Los Angeles 1894-2022	No Oil Wells	Methane Zone	Low
FF-17	I-5 North Lanes South of Tuxford Street	1994-2021	---	---	322 ft (2018)	852 ft	---	2408-038-900 11450 Tuxford	8686 N San Fernando Rd 91352 Building Permit-Sign-1969 building permit-sign-1983	Los Angeles 1894-2022	No Oil Wells	None	Low
FF-18	I-5 South Lanes South of Tuxford Street	1989-2021	---	---	510 ft (2015)	852 ft	---	2632-001-900 8637 San Fernando Road	No Address for Site	Los Angeles 1894-2022	No Oil Wells	None	Low

TCN SITES ENVIRONMENTAL MATRIX

Sign ID	Location	Air Photos	Enviro Agency Listed Sites S.P.	Enviro Agency Listed Sites Adj.	Depth to GW	Ground Elevation	Soil Conditions	Nearest APN Address	Local Agency Permits	Historical Topo Maps	CaIGEM	Methane Zone	Risk Level/Factors
FF-19	SR-118 East of San Fernando Road	1994-2021	---	DTSC (186 ft S), DTSC (649 ft NE)	68 ft (1995)	1046 ft	Alluvial	2535-002-018 13550 Paxton	No Address for Site	Fernando 1900-2022	Oil Well 1,452 ft South	Methane Zone	Low
FF-20	SR-118 East of San Fernando Road	1994-2021	---	DTSC (434 S), DTSC (709 ft SE)	65-75 ft (2021)	1043 ft	Alluvial	2523-001-900 13592 Desmond	No Address for Site	San Fernando 1900-2022	No Oil Wells	Methane Zone	Low
FF-21	I-110 South Lanes at Exposition Boulevard	1989-2022	---	---	212 ft (2008)	189 ft	Alluvial	5037-030-902 3720 Flower	No Address for Site	Los Angeles 1894-2022	Oil Well 1000 Southeast	None	Low
FF-22	I-5 North Lanes at San Fernando Road	1994-2021	---	---	~ 30 ft (2017)	1281 ft	Alluvial/ Fill	2603-001-901 16791 Filbert	No Address for Site	San Fernando 1900-2022	Oil Well 1,881 ft North	None	Low
FF-23	I-110 North Lanes at Exposition Boulevard	1989-2022	---	---	212 ft (2006)	193 ft	Alluvial	5122-024-909 3615 S. Hope	No Address for Site	Los Angeles 1894-2022	Oil Well 187 ft Southeast	None	Low
FF-24	I-5 South Lanes at San Fernando Road and Sepulveda Boulevard	1994-2021	---	---	~ 30 ft (2017)	1279 ft	Alluvial, Fill	2605-001-912 14351 San Fernando Road	No Address for Site	San Fernando 1900-2022	Oil Well 1892 ft North	None	Low
FF-25	I-405 South Lanes at Victory Boulevard	1989-2021	---	DTSC (532 ft N)	140 ft (2017)	725 ft	Alluvial	2251-002-906 15711 Victory Blvd.	No Address for Site	Los Angeles 1894-2022	No Oil Wells	None	Low
FF-26	I-405 North Lanes at Exposition Boulevard	1989-2021	---	DTSC (833 ft N)	106 ft (2021)	171 ft	Alluvial	4256-010-902 11216 Exposition Blvd.	No Address for Site	Los Angeles 1894-2022	Oil Well 961 ft South	None	Low
FF-27	I-405 South Lanes at Exposition Boulevard	1989-2021	---	LARWQCB (950 ft SW)	55 ft (1999)	160 ft	Alluvial	4260-039-906 2410 Santelle	No Address for Site	Los Angeles 1894-2022	Oil Well 1,990 ft South	None	Low

TCN SITES ENVIRONMENTAL MATRIX

Sign ID	Location	Air Photos	Enviro Agency Listed Sites S.P.	Enviro Agency Listed Sites Adj.	Depth to GW	Ground Elevation	Soil Conditions	Nearest APN Address	Local Agency Permits	Historical Topo Maps	CaIGEM	Methane Zone	Risk Level/Factors
FF-28	I-10 West at Robertson Boulevard	1984 -2021	DTSC - Leighton Exposition Corridor PH II	---	~ 41 ft	114 ft	---	4313-021-035 9214 Exposition Blvd.	No Address for Site	Beverly Hills 1894-2022	Oil Well 2081 ft East	None	Low
FF-29	SR-90 East at Culver Boulevard	1994-2022	---	LARWQCB (300 ft N)Panama Site Cleanup Program Site	12 ft (2019)	15 ft	Alluvial	4211-007-907 4778 La Villa Marina	No Address for Site	Redondo, Venice, Long Beach 1896-2021	Oil Well 1574 ft South	Methane Zone	High PCE and TCE in Soil, Groundwater
FF-30	SR-90 West at Culver Boulevard	1994-2022	---	LARWQCB (600 ft N)Panama Site Cleanup Program Site	12 ft (2019)	15 ft	Alluvial	4223-009-906 4778 La villa Marina	No Address for Site	Redondo, Venice, Long Beach 1896-2021	Oil Well 1,600 ft South	Methane Zone	High PCE and TCE in Soil, Groundwater
FF-31	I-105 West Lanes at Aviation Boulevard	1994-2022	---	DTSC- 835 Lapham St. (596 ft S)	~ 85 ft (2017)	95 ft	Alluvial/ Fill	4129-028-901 5621 W. Imperial Hwy.	No Address for Site	Redondo, Long Beach, Venice 1896-2021	No Oil Wells	None	Low
FF-32	I-105 East Lanes at Aviation Boulevard	1994-2022	---	DTSC- 835 Lapham St. (395 ft SW)	~ 85 ft (2017)	95 ft	Alluvial/ Fill	4129-028-901 5621 W. Imperial Hwy.	No Address for Site	Redondo, Long Beach, Venice 1896-2021	No Oil Wells	None	Low
FF-33	I-110 South Lanes at Slauson Avenue	1994-2022	DTSC-Metro	LARWQCB-Shell (777 ft E)	200 ft (2015)	155 ft	Alluvial	5001-037-907 330 W. 58th Street	No Address for Site	Redondo, Long Beach 1896-2021	No Oil Wells	None	Low
FF-34	I-110 North Lanes at Slauson Avenue	1994-2022	DTSC-Metro	LARWQCB (421 E), LARWQCB (708 ft W), LARWQCB (949 E)	105 ft (2015)	154 ft	Alluvial	5101-040-900	No Address for Site	Redondo, Long Beach 1896-2021	No Oil Wells	None	Low
NFF-1	Northeast corner of Vermont Avenue and Sunset Boulevard	1989-2021	---	LARWQCB (807 N)	25-44 ft (2018)	392 ft	Alluvial	5542-015-900 4400 Sunset Blvd.	1500 N Vermont Ave 90027 Permits 1919-1973	Los Angeles 1894-2022	No Oil Wells	None	High TPHg in Groundwater
NFF-2	Spring Street Bridge, 326 feet North of Aurora Street	1994-2021	---	DTSC-BORTZ (263 ft S)	33 ft (2009)	308 ft	Alluvial	5409-001-903 1725 Naud St.	No Address for Site	Los Angeles 1894-2022	No Oil Wells	None	High Vinyl Chloride in Groundwater

TCN SITES ENVIRONMENTAL MATRIX

Sign ID	Location	Air Photos	Enviro Agency Listed Sites S.P.	Enviro Agency Listed Sites Adj.	Depth to GW	Ground Elevation	Soil Conditions	Nearest APN Address	Local Agency Permits	Historical Topo Maps	CaIGEM	Methane Zone	Risk Level/Factors
NFF-3	Northwest corner of Lankershim Boulevard and Chandler Boulevard	1989-2021	---	LARWQCB- JSM Potenza (400 ft N)	155 ft	632 ft	---	2350-012-920	5351 N Lankershim Blvd 91601	Los Angeles 1894-2022	No Oil Wells	None	* High Gas Station USTs
NFF-4	Northwest corner of Lankershim Boulevard and Universal Hollywood Drive	1989-2021	---	LARWQCB- Chevron (643 ft S)	40 ft (2020)	578 ft	Alluvial	2423-037-908	3909 Lankershim	Los Angeles 1894-2022	No Oil Wells	None	Low
NFF-5	Southwest corner of Lankershim Boulevard and Universal Hollywood Drive	1989-2021	---	LARWQCB- Chevron (532 ft S)	40-50 ft (2020)	581 ft	Alluvial	2423-037-918	3875 Lankershim Blvd 91604	Los Angeles 1894-2022	No Oil Wells	None	Low
NFF-6	Southwest corner of 4 th Street and Hill Street	1989-2021	---	LARWQCB (631 ft NE), DTSC (865 ft W)	63 ft (2012)	280 ft	Alluvial	5149-015-036	358, 360 S Hill St. 90013	Los Angeles 1894-2022	No Oil Wells	None	Low
NFF-7	Venice Boulevard, 240 feet West of Robertson Boulevard	1989-2021	---	DTSC (75 ft N), LARWQCB (463 ft SE), DTSC (616 ft SE)	25-30 ft (2014)	111 ft	Alluvial	4313-022-017 8985 Venice Blvd.	No Address for Site	Los Angeles 1894-2022	Oil Well 695 ft E-SE	None	Low
NFF-8	Southeast corner of Alameda Street and Commercial Street	1994-2021	---	CalTrans LARWQCB (588 ft E)	31 ft (2003)	275 ft	Alluvial, Bedbrock Sediments	5173-001-901	No Address for Site	Los Angeles 1894-2022	Oil Well 2006 ft SE	Methane Buffer Zone	High TPH in Soil and Groundwater
NFF-9	Northeast corner of Van Nuys Boulevard and Orange Line Busline	1989-2021	---	LARWQCB US Gas (598 ft SE)	231 ft (2004)	696 ft	Alluvial	2240-008-908	No Address for Site	Los Angeles 1894-2022	No Oil Wells	None	Low
NFF-10	Southeast corner of Sepulveda Boulevard and Erwin Street	1989-2021	---	LARWQCB Chevron-Cleanup site (657 ft SW)	~ 70 ft (2012)	705 ft	Alluvial	2242-026-903	6060 Sepulveda Blvd. 91411 BLDG alter/repair, Certificate of Occupancy	Van Nuys 1894-2022	No Oils Wells	Methane Buffer Zone	Low
NFF-11	Southwest of Crenshaw Boulevard, 175 feet South of 67 th Street	1994-2022	---	LARWQCB LUST (752 ft N), LARWQCB LUST (962 ft S)	72 ft (2010)	161 ft	Alluvial	4006-024-900	No Address for Site	Long Beach 1896-2022	Oil Well 466 ft SW	None	Low

TCN SITES ENVIRONMENTAL MATRIX

Sign ID	Location	Air Photos	Enviro Agency Listed Sites S.P.	Enviro Agency Listed Sites Adj.	Depth to GW	Ground Elevation	Soil Conditions	Nearest APN Address	Local Agency Permits	Historical Topo Maps	CaIGEM	Methane Zone	Risk Level/Factors
NFF-12	Southeast corner of Crenshaw Boulevard and Exposition Boulevard	1989-2022	---	LARWQCB LUST(299 ft SW),LARWQCB Cleanup (470 ft SE)	23 ft Shallow Zone (2021) 168 ft Deep Zone (2018)	108 ft	siltysand, clayey silt, organic silt, sand w/ gravel	5044-002-011	3636 S Bronson Ave. 3428 W Exposition Blvd 90018 Building Permits	Los Angeles 1894-2022	No Oil Well	None	High
NFF-13	Southeast corner of East Cesar Chavez Avenue and North Vignes Street	1994-2021	---	LARWQCB Cleanup (242 ft S), DTSC-Aliso (593 ft E)	28-32 ft (2019)	282 ft	---	5409-025-945	No Address for Site	Los Angeles 1894-2022	Oil Well 1560 ft	None	High TPH in Shallow Soil
NFF-14	Pico Boulevard and Exposition Boulevard, South of rail	1989-2021	---	LARWQCB Cleanup site-Liberty Cleaners (200 ft SE)	55 ft (2010)	168 ft	Alluvial	4260-025-902	No Address for Site	Los Angeles 1894-2022	Oil Well 1683 ft	None	Low PCE in Soil, Soil Gas
NFF-15	Pico Boulevard, 445 feet West of Sawtelle Boulevard	1989-2021	---	LARWQCB Cleanup site-Liberty Cleaners (400 ft SW)	55 ft (2010)	171 ft	Alluvial	4260-039-905	11385 W Exposition Blvd 90064 BLDG Alter/Repair, Non-BLDG Alter/Repair	Los Angeles 1894-2022	Oil Well 1135 ft South	None	Low
NFF-16	Southeast corner of South Central Avenue and East 1st Street	1994-2021	---	LARWQCB Parker Center-LUST (688 ft W)	27 ft (2012)	267 ft	Alluvial	5161-018-903	400 E 1st St. 90012	Los Angeles 1894-2022	Oil Wells 825 ft E-SE	Methane Zone	Low
NFF-17	Century Boulevard, 152 feet West of Aviation Boulevard	1994-2022	---	LARWQCB LUST (359 ft SE),LARWQCB LUST (373 ft SE), LARWQCB LUST (848 ft SW) LARWQCB Cleanup (136 ft E), LARWQCB Cleanup (176 ft NE), LARWQCB (390 ft E), LARWQCB LUST (182 ft S), LARWQCB LUST (667 ft N), DTSC (688 ft W)	53-55 ft (2016)	95 ft	Alluvial	4125-026-904	5601 W Century Blvd. 90045	Venice 1894-2021	No Oil Wells	None	Low
NFF-18	Southwest Aviation Boulevard and South of Arbor Vitae Street	1994-2022	LARWQCB LUST (182 ft S) Monitoring Wells on S.P.	LARWQCB LUST (390 ft E), LARWQCB LUST (182 ft S), LARWQCB LUST (667 ft N), DTSC (688 ft W)	82 ft (2021)	91 ft	Alluvial	4125-020-907	No Address for Site	Long Beach 1896-2021	No Oil Wells	None	*High Possible UST, Monitor Wells Onsite: Fuel in Groundwater
NFF-19	Northwest corner of Vermont Avenue and Beverly Boulevard	1989-2021	---	LARWQCB LUST (90 ft E), LARWQCB LUST (285 ft N)	15-25 ft (2013)	299 ft	Alluvial	5520-019-900	3801 Beverly Blvd. 90004	Los Angeles 1894-2022	No Oil Wells	Methane Buffer Zone	High TPHg in Groundwater

TCN SITES ENVIRONMENTAL MATRIX

Sign ID	Location	Air Photos	Enviro Agency Listed Sites S.P.	Enviro Agency Listed Sites Adj.	Depth to GW	Ground Elevation	Soil Conditions	Nearest APN Address	Local Agency Permits	Historical Topo Maps	CaIGEM	Methane Zone	Risk Level/Factors
NFF-20	Southwest corner of Santa Monica Boulevard and Vermont Avenue	1989-2021	---	LARWQCB LUST (270 ft SE)	15 ft (2013)	332 ft	Alluvial	5540-020-008	No Address for Site	Los Angeles 1894-2022	No Oil Wells	None	Low
NFF-21	South of 4th Street 210 feet East of South Santa Fe Avenue	1994-2021	---	DTSC (84- ft SW), DTSC (714 ft SE)	64 ft (2014)	257 ft	Alluvial	5164-004-014	500 S Santa Fe Ave 90013	Los Angeles 1894-2022	Well within 220 ft	Methane Zone	* High
NFF-22	Northwest corner of East 7 th Street and South Alameda Street	1994-2021	---	DTSC (161 ft SE), LARWQCB LUST (288 ft N), LARWQCB LUST (474 ft E)	123 ft (2022)	246 ft	Alluvial	5147-035-904	1367/1371 E 7th St. 90021	Los Angeles 1894-2022	Oil Well	None	Low

* Recommend expanded geophysical survey to clear possible abandoned oil wells, USTs or other sub-structures.

TCN SITES ENVIRONMENTAL MATRIX

Sign ID	Location	Air Photos	Enviro Agency Listed Sites S.P.	Enviro Agency Listed Sites Adj.	Depth to GW	Ground Elevation	Soil Conditions	Nearest APN Address	Local Agency Permits	Historical Topo Maps	CalGEM	Methane Zone	Risk Level/Factors
NFF-22	Northwest corner of East 7 th Street and South Alameda Street	1994-2021	---	DTSC (161 ft SE), LARWQCB LUST (288 ft N), LARWQCB LUST (474 ft E)	123 ft (2022)	246 ft	Alluvial	5147-035-904	1367/1371 E 7th St. 90021	Los Angeles 1894-2022	Oil Well	None	Low

* Recommend expanded geophysical survey to clear possible abandoned oil wells, USTs or other sub-structures.

APPENDIX II

Link to Referenced Regulatory Assessment Reports/Building Permits

[Site Enviro Docs](#)

APPENDIX III

LAFD Records



Los Angeles City Fire Department

Telephone (213) 978-3691

Email: lafdrfi@lacity.org

200 N. Main St., 17th Fl., Los Angeles, CA 90012

Request for Information Hazardous Materials Records



***PLEASE COMPLETE THE REQUIRED TOP PORTION. INCOMPLETE FORMS WILL NOT BE ACCEPTED.
(ALLOW 10 WORKING DAYS FOR PROCESSING)**

Request Date: 7/21/22

Requester's Name: Maya Schwartz Email: maya@calenviro.com

Company/ Agency: California Environmental PH.#: 818.991.1542

Address: 30423 Canwood Street Unit/Ste.: 208

City: Agoura Hills State: CA Zip: 91301

**YOU MUST PROVIDE A FACILITY ID # FOR ACTIVE/INACTIVE RECORDS.
VISIT <http://www.lafd.org/public-records> TO VIEW LIST OF ALL HAZARDOUS MATERIALS RECORDS.**

INFORMATION IS REQUESTED FOR:

Check all that apply: Active HM Records Inactive HM Records

Facility ID No: FA0030773
(e.g.: FA0000000)

Site Address: 3900 Lankershim Blvd Unit/Ste.: _____

City: Studio City Zip: 91604

Reason for Request: Environmental Evaluation

FOR OFFICE USE ONLY

- NO INFORMATION ON FILE
- HARD FILE DESTROYED
- INFORMATION AVAILABLE

Fire Prevention
Report Initial Fee* x \$11.00

Facility I.D. No.: _____

Request No.: _____

of pgs. _____ x \$0.10 = \$ _____

*Per Facility ID

Processed Date: _____

APPT. TO REVIEW FILE: _____

TOTAL: \$ _____

Processor Signature: _____



Los Angeles City Fire Department

Telephone (213) 978-3700

Email: lafdpublicrecords@lacity.org

200 N. Main St., 17th Fl., Los Angeles, CA 90012

Request for Information

UST Records



***PLEASE COMPLETE THE REQUIRED TOP PORTION. INCOMPLETE FORMS WILL NOT BE ACCEPTED.
(ALLOW 10 WORKING DAYS FOR PROCESSING)**

Request Date: 7/21/22

Requester's Name: Maya Schwartz Email: maya@calenviro.com

Company/ Agency: California Environmental PH.#: 818.991.1542

Address: 30423 Canwood Street Unit/Ste.: 208

City: Agoura Hills State: CA Zip: 91301

**YOU MUST PROVIDE A FACILITY ID # FOR ACTIVE/INACTIVE UST RECORDS.
VISIT <http://www.lafd.org/public-records> TO VIEW LIST OF ALL UST RECORDS.**

INFORMATION IS REQUESTED FOR:

Check all that apply: Active/Inactive UST Records Historical Files

Facility I.D. No: FA0030773
(e.g.: FA0000000)

Site Address: 3900 Lankershim Blvd Unit/Ste.: _____

City: Studio City Zip: 91604

Reason for Request: Environmental Evaluation

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- INFORMATION AVAILABLE

Fire Prevention
Report Initial Fee* x \$11.00

Facility I.D. No.: _____

Request No.: _____

of pgs. _____ x \$0.10 = \$ _____

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Request Date: _____

Requester's Name: _____ Email: _____

Company/ Agency: _____ PH.#: _____

Address: _____ Unit/Ste.: _____

City: _____ State: _____ Zip: _____

**PLEASE NOTE: YOU MUST PROVIDE A FACILITY ID # FOR ACTIVE/INACTIVE UST RECORDS.
VISIT <http://www.lafd.org/public-records> TO VIEW LIST OF ALL UST RECORDS.**

INFORMATION IS REQUESTED FOR:

Check all that apply:

Active/Inactive UST Records

Historical Files

Facility I.D. No: _____
(e.g.: FA0000000)

Site Address: _____ Unit/Ste.: _____

City: _____ Zip: _____

Reason for Request: _____

FOR OFFICE USE ONLY

NO INFORMATION ON FILE

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Fire Prevention
Report Initial Fee* x \$11.00

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of pgs. _____ x \$0.10 = \$ _____

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