

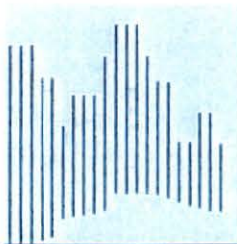
**FINAL  
EAF/INITIAL STUDY/MITIGATED  
NEGATIVE DECLARATION**

**ONE SANTA FE  
MIXED-USE PROJECT**

CITY OF LOS ANGELES, CALIFORNIA

October 2007





# FINAL EAF/INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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## ONE SANTA FE MIXED-USE PROJECT

CITY OF LOS ANGELES, CALIFORNIA

Prepared for:  
**One Santa Fe LLC**  
1801 Century Park West, 6th Floor  
Los Angeles, California 90067

Prepared by:  
**PCR Services Corporation**  
233 Wilshire Boulevard, Suite 130  
Santa Monica, California 90401  
Tel: 310.451.4488  
Fax: 310.451.5279

**October 2007**



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**TABLE OF CONTENTS (CONTINUED)**

---

**APPENDIX D: PHASE I ENVIRONMENTAL SITE ASSESSMENT**

**APPENDIX E: NOISE WORKSHEETS**

**APPENDIX F: TRAFFIC STUDY**

**APPENDIX G: MITIGATION MONITORING AND REPORT PROGRAM**

**APPENDIX H: RESPONSES TO COMMENTS**

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## LIST OF FIGURES

---

<u>Figure</u>		<u>Page</u>
A-1	Regional Location and Project Vicinity Map .....	A-7
A-2	Aerial Photo of Project Site .....	A-8
A-3	Site Photographs .....	A-11
A-4	Site Plan .....	A-12
A-5	Lower Level and Ground Floor Parking.....	A-13
A-6	Second and Third Floors.....	A-15
A-7	Fourth and Fifth Floors .....	A-16
A-8	Sixth Floor and Roof Plan .....	A-17
A-9	Building Elevations .....	A-18
B-1	Central City North Community Plan Land Use Map .....	B-57
B-2	Noise Measurement Locations .....	B-72
B-3	Study Intersections Map .....	B-90
B-4	Existing (2006) Traffic Volumes - A.M. Peak Hour .....	B-93
B-5	Existing (2006) Traffic Volumes - P.M. Peak Hour .....	B-94
B-6	Total Project Traffic Volumes – A.M. Peak Hour .....	B-98
B-7	Total Project Traffic Volumes – P.M. Peak Hour .....	B-99
B-8	Future (2009) Traffic Volumes With Project – A.M. Peak Hour .....	B-102
B-9	Future (2009) Traffic Volumes With Project – P.M. Peak Hour.....	B-103

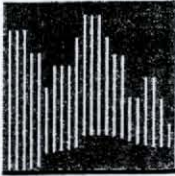
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## LIST OF TABLES

---

<u>Table</u>	<u>Page</u>
A-1 Project Use Summary <sup>a</sup> .....	A-19
B-1 Estimate of Emissions During Construction.....	B-10
B-2 Estimate of Emissions During Operations (Pounds Per Day) .....	B-12
B-3 Local Area Carbon Monoxide Dispersion Analysis .....	B-13
B-4 Project Consistency with Central City North Community Plan Policies .....	B-59
B-5 Project Consistency With Regional Comprehensive Planning Guide Policies .....	B-65
B-6 Land Use Compatibility for Community Noise Sources .....	B-71
B-7 Summary of Ambient Noise Measurement Data (dBA) <sup>a</sup> .....	B-73
B-8 Calculated Future Traffic Noise Levels at Project Buildout .....	B-76
B-9 FTA Groundborne Vibration and Noise Impact Criteria.....	B-78
B-10 Enrollment and Capacity of Project Related Schools .....	B-85
B-11 Potential School Age Residents of Project .....	B-85
B-12 Level of Service as a Function of CMA Values .....	B-92
B-13 Critical Movement Ranges For Determining Levels of Service .....	B-92
B-14 Critical Movement Analysis (CMA) Summary Existing (2006) Traffic Conditions ..	B-95
B-15 Project Trip Generation .....	B-97
B-16 Critical Movement Analysis (CMA) Summary Future (2009) Without and With Project Traffic Conditions .....	B-104
B-17 LADOT Criteria for Significant Traffic Impact .....	B-105
B-18 Critical Movement Analysis (CMA) Summary Future 2009 Traffic Conditions – Without and With Mitigation.....	B-106
B-19 Estimated Wastewater Generation.....	B-110
B-20 Solid Waste Disposal.....	B-112





## ENVIRONMENTAL ASSESSMENT FORM

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CITY OF LOS ANGELES  
DEPARTMENT OF CITY PLANNING

ENVIRONMENTAL ASSESSMENT FORM

EAF Case No.: 2007-55 Case No.: AA-2006-9739-C06 CPC Case No.: \_\_\_\_\_  
Council District No.: CD-9 Community Plan Area: Central City North Community Plan  
PROJECT ADDRESS: 100-300 South Santa Fe Avenue, Los Angeles, CA 90012  
Major Cross Streets: S. Santa Fe Avenue and First Street AKA 1000 E 1st Street  
Name of Applicant: One Santa Fe LLC  
Address: 1801 Century Park West, 6th Floor, Los Angeles, CA 90067  
Telephone No.: 310-777-8787 Fax No.: 310-777-8799

<b>OWNER - LACMTA</b>	<b>APPLICANT'S REPRESENTATIVE</b>
Represented by	(Other than Owner)
Name: <u>Roger Moliere</u>	Name: <u>PCR Services Corporation - Mike Harden, Senior Planner</u>
Address: <u>One Gateway Plaza</u> <u>Los Angeles, CA 90012</u>	Address: <u>One Venture, Suite 150</u> <u>Irvine, CA 92618</u>
Telephone No.: <u>213-922-2225</u>	Telephone No.: <u>(949) 753-7001</u>
Signature: <u>[Signature]</u>	Signature: <u>[Signature]</u> (Applicant's Representative)

The following Exhibits are required (3 copies of each exhibit and 3 Environmental Assessment Forms for projects in Coastal & S.M. Mtn. Zones): All Exhibits should reflect entire project, not just area in need of zone change, variance, or other alteration.

**NOTE: The exhibits are IN ADDITION TO those required for any case for which the Environmental Assessment Form is being filed.**

- A. **2 Vicinity Maps** (8-1/2"x11") showing nearby street system, public facilities and other significant physical features (similar to road maps, Thomas Brothers Maps, etc.) with project area circled.
- B. **2 Radius/Land Use Maps** (1"=100' scale) showing land use and zoning to 500 feet (100 feet of additional land use beyond the radius for alcoholic beverage cases); 100' radius line (excluding streets) okay for Coastal building permits 300' for site plan review applications.
- C. **2 Plot Plans** showing the location and layout of proposed development including dimensions; include topographic lines where grade is over 10%; tentative tract or parcel maps where division of land is involved to satisfy this requirement, and the location and diameter of all trees existing on the project site.
- D. **Application** - a duplicate copy of application for zone change, (including Exhibit "C" justification) batch screening form, periodic comprehensive general plan review and zone change map, variance, conditional use, subdivider's statement, etc.
- E. **Pictures** - two or more pictures of the project site showing walls, trees and existing structures.

ENVIRONMENTAL ASSESSMENT APPROVED BY: Robert S. Heredia  
DATE: JANUARY 5, 2007

APPLICATION ACCEPTED BY: ROBERT S. HEREDIA  
RECEIPT NO.: 253911 DATE: JANUARY 5, 2007

**I. Project Description**

Briefly describe the project and permits necessary (i.e., Tentative Tract, Conditional Use, Zone Change, etc.) including an identification of phases and plans for future expansion:

A new 6-story, approximately 65-foot high mixed-use project consisting of approximately 439 apartment units, approximately 17 live/work units totaling approximately 27,370 gross square feet of commercial live-work space (includes approximately 2,610 square feet of office and lobby space), and approximately 27,520 gross square feet of retail/commercial space, with a minimum of 752 parking spaces on an approximate 4.0-acre PF-1XL site currently developed with approximately 98 percent of asphalt-paved area and less than approximately two percent disturbed non-landscaped soil; General Plan Amendment pursuant to the City of L.A. Planning and Zoning Code Section 11.5.8 to amend the "Street Highways Designation Map" of the Transportation Element of the General Plan and the Central City North Community Plan to re-designate and downgrade Santa Fe Avenue between First and Fourth Streets from Major Highway to a Modified Collector Street; General Plan/Central City North Community Plan Amendment pursuant to the City of L.A. Planning and Zoning Code Section 11.5.8 to change the land use designation of the site from Public Facilities to Regional Commercial; Partial street vacation of right-of-way along Santa Fe Avenue; Zone and Height District Change pursuant to the City of L.A. Planning and Zoning Code Section 12.32 F from PF-1XL to C2-2D with a 3:1 FAR; Air rights vacation to allow approximately five feet of air rights along the frontage of Building A; vacation of a 10-foot wide, never used, easement for public street; side and rear yard adjustments for those residential portions of the project, if required under the City of L.A. Planning and Zoning Code Section 12.14 C 2, pursuant to the City of L.A. Planning and Zoning Code Section 12.28; and site plan review pursuant to the City of L.A. Planning and Zoning Code Section 16.05. Please refer to Attachment A, Project Description, for a detailed description of the Proposed Project.

Will the project require certification, authorization, clearance or issuance of a permit by any federal, state, county, or environmental control agency, such as Environmental Protection Agency, Air Quality Management District, Water Resources Board, Environmental Affairs, etc.? If so, please specify:

Please refer to Attachment B - Explanation of Checklist Determinations, for a discussion of necessary project approvals.

**II. Existing Conditions**

- A. Project Site Area 4.0 Net and 4.0 Gross Acres.
- B. Existing Zoning PF-1XL
- C. Existing Use of Land Parking Lot, Santa Fe Avenue right-of-way
- D. Existing General Plan Designation Public Facilities  
Requested General Plan Designation change to Regional Commercial
- E. Number 0 type 0 and age  $\pm$  N/A of structures to be removed as a result of the project. If residential dwellings (apts., single-family, condos) are being removed indicate the number of units N/A and average rent: N/A  
Is there any similar housing at this price range available in the area? N/A  
If yes, where: N/A
- F. Number N/A Trunk diameter \_\_\_\_\_ and type \_\_\_\_\_ of existing trees.
- G. Number N/A Trunk diameter \_\_\_\_\_ and type \_\_\_\_\_ of trees being removed (identify on plot plan).
- H. Slope: State percent of property which is:  
100% Less than 10% slope \_\_\_\_\_ 10-15% slope \_\_\_\_\_ Over 15% slope \_\_\_\_\_  
*If slopes over 10% exist, a topographic map will be required. Over 50 acres - 1"=200' scale is okay*
- I. Check the applicable boxes and indicate the condition on the Plot Plan. There are  natural or man-made drainage channels,  rights of way and/or  hazardous pipelines crossing or immediately adjacent to the property, or  none of the above.
- J. Grading: (specify the total amount of dirt being removed)  
\_\_\_\_\_ 0-500 cubic yards  
\_\_\_\_\_ if over 500 cubic yards, indicate amount of cubic yards
- K. Import/Export: Indicate the amount of dirt being imported \_\_\_\_\_ or exported  
Approximately 50,000 cubic yards

**Projects involving import/export of 1000 cubic yards or more are required to complete a Haul Route Form and Haul Route Map.**

If the project involves more than one phase or substantial expansion or changes of existing uses, please document each portion separately, with the total or project details written below. Describe entire project, not just area in need of zone change, variance, or other entitlement.

**III. Residential Project (if not residential, do not answer)**

- A. Number of Dwelling Units:  
 Single Family 0 Apartment ~439 or Condominium \_\_\_\_\_
- B. Number of Dwelling Units with:  
 One bedroom and Studio ~ 328 Two bedrooms ~ 111  
 Three bedrooms 0 Four or more bedrooms 0
- C. Total number of parking spaces provided Minimum of 467
- D. List recreational facilities of project a swimming pool, outdoor terraces, main function room
- E. Approximate price range of units \$ N/A to \$ Rent TBD
- F. Number of stories 6, height 65 feet
- G. Type of appliances and heating (gas, electric, gas/electric, solar) Gas and electric  
 Gas heated swimming pool? Yes
- H. Describe night lighting of the project Per Code  
 (Include plan for shielding light from adjacent uses, if available)
- I. Percent of total project proposed for: Building Refer to Response IV.L, below.  
 Paving \_\_\_\_\_  
 Landscaping \_\_\_\_\_
- J. Total Number of square feet of floor area \_\_\_\_\_

**IV. Commercial, Industrial or Other Project (if project is only residential do not answer this section). Describe entire project, not just area in need of zone change, variance, or other alteration.**

- A. Type of use Approx. 27,520 sf. of commercial/retail; and approx. 17 live/work units totaling approx. 27,370 gross sf. of commercial live-work space (includes approximately 2,610 square feet of office and lobby space)
- B. Total number of square feet of floor area See above
- C. Number of units if hotel/motel N/A
- D. Number of stories 1-story on ground floor, height Approx. 15 feet on ground floor
- E. Total number of parking spaces provided Minimum of 165, plus 120 for existing MTA maintenance facility adjacent to site
- F. Hours of operation TBD Days of operation TBD
- G. If fixed seats or beds involved, number N/A
- H. Describe night lighting of the project Per Code  
 (Include plan for shielding light from adjacent uses, if available)
- I. Number of employees per shift TBD
- J. Number of students/patients/patrons N/A
- K. Describe security provisions for project Controlled access at each door and garage entry, concierge, closed circuit television, security lighting
- L. Percent of total project proposed for: Building ~58 percent (~102,000 sf.)  
 Paving ~36 percent (~63,000 sf.)  
 Landscaping ~ 6 percent (~11,000 sf.)

**Historic/Architectural Significant Project**

Does the project involve any structures, building, street lighting systems, spaces, sites or components thereof which may be designated or eligible for designation in any of the following :(please check)

- National Register of Historic Places N/A
- California Register of Historical Resources N/A

- City of Los Angeles Historic Cultural Monuments N/A
- Within the City of Los Angeles Historic Preservation Overlay Zone (HPOZ) N/A

**V. Hazardous Materials and Substance Discharge**

Does the project involve the use of any hazardous materials or have hazardous substance discharge? If so, please specify No. Please refer to Section VII, Hazards and Hazardous Materials in Attachment B, Explanation of Checklist Determinations.

- A. Regulatory Identification Number (if known) N/A
- B. Licensing Agency N/A
- C. Quantity of daily discharge N/A

**VI. Stationary Noise Clearance - A clearance may be necessary certifying the project's equipment (i.e., air conditioning) complies with City Noise Regulations.**

Some projects may require a Noise Study. The EIR staff will inform those affected by this requirement.

**VII. Selected Information:**

- A. Circulation: Identify by name all major and secondary highways and freeways within 1,000 feet of the proposed project; give the approximate distance(s): \_\_\_\_\_

Site frontage on S. Santa Fe Ave.(Major Highway); Temple St.:(Sec. Highway) - 760 feet; Center St. (Major Highway) - 200 feet; First St. (Major Highway) - < 50 ft; Second St. (Sec. Highway) - <100 ft.; Third St. (Sec. Highway) - <100 ft.; and Fourth St. (Sec. Highway) - 480 ft.

- B. Air: All projects that are required to obtain AQMD permits (see AQMD Rules and significant Regulations) are required to submit written clearance from the AQMD indicating no impact will be created by the proposed project.\*

- C. Noise: Projects located within 600 feet of railroad tracks indicate the number of trains per day.

Day: 7:00 a.m. to 10:00 p.m. Approximately 60 Amtrak and Metrolink trains

Night: 10:00 p.m. to 7:00 a.m. Approximately 10 Amtrak and Metrolink trains. Plus, less than approximately five BNSF trains.

**VIII. Mitigating Measures:**

Feasible alternatives or mitigation measures which would substantially lessen any significant adverse impact which the development may have on the environment. \_\_\_\_\_

Please refer to City Initial Study and Checklist and Attachment B - Explanation of Checklist Determinations

\* Contact the South Coast Air Quality Management District at (909) 396-2000 for further information.

APPLICANT/CONSULTANT'S AFFIDAVIT

OWNER MUST SIGN AND BE NOTARIZED;

IF THERE IS AN AGENT, THE AGENT MUST ALSO SIGN AND BE NOTARIZED

I, Roger Moliere, as owner representative I, \_\_\_\_\_  
Owner (Owner in escrow)\* Consultant\*  
(Please Print) (Please Print)

Signed: [Signature] Signed: \_\_\_\_\_  
Owner Agent

being duly sworn, state that the statements and information contained in this Environmental Assessment Form are in all respects true and correct to the best of my knowledge and belief.

State of California, County and City of Los Angeles

Signed: <u>Angelina M. Bell</u> Notary	Signed: _____ Notary
Subscribed and sworn to before me this <u>4<sup>th</sup></u> day of, <u>January</u> 20 <u>07</u> (NOTARY or CORPORATE SEAL)	Subscribed and sworn to before me this day of, _____ 20____ (NOTARY)

\* If acting for a corporation, include capacity and company name.



APPLICANT/CONSULTANT'S AFFIDAVIT

OWNER MUST SIGN AND BE NOTARIZED;

IF THERE IS AN AGENT, THE AGENT MUST ALSO SIGN AND BE NOTARIZED

I, \_\_\_\_\_  
Owner (Owner in escrow)\*  
(Please Print)

I, Michael V. Harden - Corporation  
Consultant\*  
(Please Print)

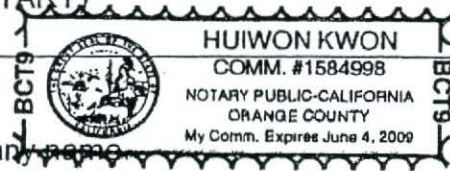
Signed: \_\_\_\_\_  
Owner

Signed: [Signature]  
Agent

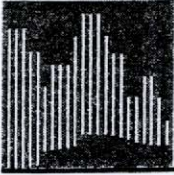
being duly sworn, state that the statements and information contained in this Environmental Assessment Form are in all respects true and correct to the best of my knowledge and belief.

State of California, County and City of Los Angeles

Signed: _____ Notary	Signed: <u>[Signature]</u> Notary
Subscribed and sworn to before me this _____ day of _____ 20__	Subscribed and sworn to before me this <u>2<sup>nd</sup></u> day of <u>Jan</u> 20 <u>07</u>
(NOTARY or CORPORATE SEAL)	(NOTARY)



\* If acting for a corporation, include capacity and company name



**CITY OF LOS ANGELES INITIAL  
STUDY AND CHECKLIST**

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# CITY OF LOS ANGELES

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

## CALIFORNIA ENVIRONMENTAL QUALITY ACT

### INITIAL STUDY

### and CHECKLIST

(CEQA Guidelines Section 15063)

<b>LEAD CITY AGENCY:</b> City of Los Angeles, Planning Department	<b>COUNCIL DISTRICT:</b> CD-9 Jan Perry	<b>DATE:</b> April 2007
<b>RESPONSIBLE AGENCIES:</b> Los Angeles Planning Department. Also refer to Attachments A and B.		
<b>ENVIRONMENTAL CASE:</b>	<b>RELATED CASES:</b>	
<b>PREVIOUS ACTIONS CASE NO.:</b>	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
<b>PROJECT DESCRIPTION:</b> Mixed Use: Approximately 439 apartments, approximately 17 live-work units totaling approximately 27,370 gross square feet of commercial live-work space, and approximately 27,520 square feet of commercial/retail use.		
<b>ENV PROJECT DESCRIPTION:</b> A new 6-story, approximately 65-foot high mixed-use project consisting of approximately 439 apartment units, approximately 17 live/work units totaling approximately 27,370 gross square feet of commercial live-work space (includes approximately 2,610 square feet of office and lobby space), and approximately 27,520 gross square feet of retail/commercial space, with a minimum of 752 parking spaces on an approximate 4.0-acre PF-1XL site currently developed with approximately 98 percent of asphalt-paved area and less than approximately two percent disturbed non-landscaped soil; General Plan Amendment pursuant to the City of L.A. Planning and Zoning Code Section 11.5.8 to amend the "Street Highways Designation Map" of the Transportation Element of the General Plan and the Central City North Community Plan to re-designate and downgrade Santa Fe Avenue between First and Fourth Streets from Major Highway to a Modified Collector Street; General Plan/Central City North Community Plan Amendment pursuant to the City of L.A. Planning and Zoning Code Section 11.5.8 to change the land use designation of the site from Public Facilities to Regional Commercial; Partial street vacation of right-of-way along Santa Fe Avenue; Zone and Height District Change pursuant to the City of L.A. Planning and Zoning Code Section 12.32 F from PF-1XL to C2-2D with a 3:1 FAR; Air rights vacation to allow approximately five feet of air rights along the frontage of Building A; vacation of a 10-foot wide, never used, easement for public street; side and rear yard adjustments for those residential portions of the project, if required under the City of L.A. Planning and Zoning Code Section 12.14 C 2, pursuant to the City of L.A. Planning and Zoning Code Section 12.28; and site plan review pursuant to the City of L.A. Planning and Zoning Code Section 16.05. Please refer to Attachment A, Project Description, for a detailed description of the Proposed Project.		
<b>ENVIRONMENTAL SETTINGS:</b> Site currently developed with approximately 98 percent of asphalt-paved area and less than approximately two percent disturbed non-landscaped soil. Surrounding land uses include commercial/industrial use to the north and west, with some portions of the commercial/industrial buildings converted to residential use, and Public Facilities use to the east and south.		
<b>PROJECT LOCATION:</b> 100-300 South Santa Fe Avenue, Los Angeles, CA 90012		
<b>COMMUNITY PLAN AREA:</b> Central City North	<b>AREA PLANNING COMMISSION:</b> Central	<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> Historic Cultural
<b>STATUS:</b> <input type="checkbox"/> Preliminary <input type="checkbox"/> Proposed <input checked="" type="checkbox"/> ADOPTED ON – Updated Dec. 2000	<input type="checkbox"/> Does Conform to Plan <input checked="" type="checkbox"/> Does NOT Conform to Plan	
<b>EXISTING ZONING:</b> PF-1XL	<b>MAX DENSITY ZONING:</b> N/A	
<b>GENERAL PLAN LAND USE:</b> Public Facilities	<b>MAX DENSITY PLAN:</b> N/A	
	<b>PROPOSED PROJECT DENSITY:</b> 439 Rental Units 17 Live/Work Units	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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

*Harold Pausch*  
Signature

Senior City Planner

Title

(213) 978-1167

Phone

Evaluation of Environmental Impacts:

- A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- "Negative Declaration: Less than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).
- Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 16063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

- c. **Mitigation Measures.** For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. **Supporting Information Sources:** A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

### Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURAL RESOURCES <input type="checkbox"/> AIR QUALITY <input type="checkbox"/> BIOLOGICAL RESOURCES <input checked="" type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE <input type="checkbox"/> POPULATION AND HOUSING	<input type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION/CIRCULATION <input type="checkbox"/> UTILITIES <input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
--	---	--

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

**Background**

**PROPONENT NAME:**

One Santa Fe LLC

**PHONE NUMBER:**

310-777-8787

**APPLICANT ADDRESS:**

Charles F. Cowley III  
1801 Century Park West, 6<sup>th</sup> Floor  
Los Angeles, CA 90067

**AGENCY REQUIRING CHECKLIST:**

Department of City Planning

**DATE SUBMITTED:**

**PROPOSAL NAME (if Applicable):**

One Santa Fe Mixed-Use Project

**CITY OF LOS ANGELES**  
 OFFICE OF THE CITY CLERK  
 ROOM 395, CITY HALL  
 LOS ANGELES, CALIFORNIA 90012  
 CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**PROPOSED MITIGATED NEGATIVE DECLARATION**

<b>LEAD CITY AGENCY:</b> Los Angeles City Planning Department	<b>COUNCIL DISTRICT:</b> 9
--	-------------------------------

<b>PROJECT TITLE:</b> One Santa Fe Mixed-Use Project	<b>CASE NO.:</b>
---	------------------

**PROJECT LOCATION:**  
100-300 South Santa Fe Avenue, Los Angeles, CA 90012

**PROJECT DESCRIPTION:**  
 A new 6-story, approximately 65-foot high mixed-use project consisting of approximately 439 apartment units, approximately 17 live/work units totaling approximately 27,370 gross square feet of commercial live-work space (includes approximately 2,610 square feet of office and lobby space), and approximately 27,520 gross square feet of retail/commercial space, with a minimum of 752 parking spaces on an approximate 4.0-acre PF-1XL site currently developed with approximately 98 percent of asphalt-paved area and less than approximately two percent disturbed non-landscaped soil; General Plan Amendment pursuant to the City of L.A. Planning and Zoning Code Section 11.5.8 to amend the "Street Highways Designation Map" of the Transportation Element of the General Plan and the Central City North Community Plan to re-designate and downgrade Santa Fe Avenue between First and Fourth Streets from Major Highway to a Modified Collector Street; General Plan/Central City North Community Plan Amendment pursuant to the City of L.A. Planning and Zoning Code Section 11.5.8 to change the land use designation of the site from Public Facilities to Regional Commercial; Partial street vacation of right-of-way along Santa Fe Avenue; Zone and Height District Change pursuant to the City of L.A. Planning and Zoning Code Section 12.32 F from PF-1XL to C2-2D with a 3:1 FAR; Air rights vacation to allow approximately five feet of air rights along the frontage of Building A; vacation of a 10-foot wide, never used, easement for public street; side and rear yard adjustments for those residential portions of the project, if required under the City of L.A. Planning and Zoning Code Section 12.14 C 2, pursuant to the City of L.A. Planning and Zoning Code Section 12.28; and site plan review pursuant to the City of L.A. Planning and Zoning Code Section 16.05. Please refer to Attachment A, Project Description, for a detailed description of the Proposed Project.

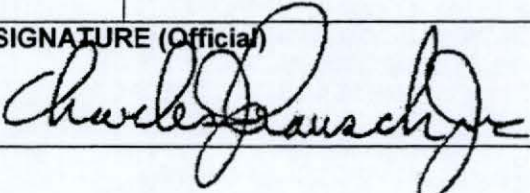
**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY**  
 One Santa Fe LLC  
 Charles F. Cowley III  
 1801 Century Park West, 6th Floor, Los Angeles, CA 90067

**FINDING:**  
 The City Planning Department of the City of Los Angeles has proposed that a mitigated negative declaration be adopted for this project. The mitigation measures outlined on the attached pages will reduce any potentially significant adverse effects to a level of insignificance.

**SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED**  
 Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

<b>NAME OF PERSON PREPARING THIS FORM</b> <i>Charlie Kausch</i>	<b>TITLE</b> <i>Senior City Planner</i>	<b>TELEPHONE NUMBER</b> <i>(213) 978-1167</i>
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<b>ADDRESS</b> 200 N. Spring Street, 7th Floor Los Angeles, CA 90012	<b>SIGNATURE (Official)</b> 	<b>DATE</b> June 12, 2007
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		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN ATTACHMENT B, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN ATTACHMENT B FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
<b>I. AESTHETICS</b>					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>II. AGRICULTURAL RESOURCES</b>					
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CONFLICT THE EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>III. AIR QUALITY</b>					
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AND APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IV. BIOLOGICAL RESOURCES</b>					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V. CULTURAL RESOURCES</b>					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA '15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA '15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>VI. GEOLOGY AND SOILS</b>					
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING:				
i.	RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii.	STRONG SEISMIC GROUND SHAKING?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii.	SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv.	LANDSLIDES?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VII. HAZARDS AND HAZARDOUS MATERIALS</b>					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VIII. HYDROLOGY AND WATER QUALITY</b>					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF-SITE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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<b>IX. LAND USE AND PLANNING</b>					
i.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X. MINERAL RESOURCES</b>					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XI. NOISE</b>					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. POPULATION AND HOUSING</b>					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIII. PUBLIC SERVICES</b>					
a.	FIRE PROTECTION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	POLICE PROTECTION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	SCHOOLS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	PARKS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	OTHER GOVERNMENTAL SERVICES (INCLUDING ROADS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<b>XIV. RECREATION</b>					
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XV. TRANSPORTATION/CIRCULATION</b>					
a.	CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO RATIO CAPACITY ON ROADS, OR CONGESTION AT INTERSECTIONS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	RESULT IN INADEQUATE PARKING CAPACITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVI. UTILITIES</b>					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OR NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT=S PROJECTED DEMAND IN ADDITION TO THE PROVIDER=S	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT=S SOLID WASTE DISPOSAL NEEDS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	COMPLY WITH FEDERAL STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b>					
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? CUMULATIVE CONSIDERABLE MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets of necessary)

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as \_\_\_\_\_ and the associated case(s), \_\_\_\_\_. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

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

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org>; City Planning – and Zoning Information Mapping Automated System (ZIMAS) [cityplanning.lacity.org/](http://cityplanning.lacity.org/) or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps – <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information – <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA."

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
Charlie Rausch	Senior City Planner	(213) 978-1167	6/12/07

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
<b>I. AESTHETICS</b>			
a.	NO IMPACT	THE SITE DOES NOT CONTAIN A SCENIC VISTA. NO IMPACT WOULD OCCUR.	
b.	NO IMPACT	THE DEVELOPED SITE IS NOT LOCATED WITHIN A CITY-DESIGNATED SCENIC HIGHWAY. NO SCENIC RESOURCES EXIST ON-SITE. NO IMPACT WOULD OCCUR.	
c.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WOULD BE ATTRACTIVELY LANDSCAPED AND REMAIN GRAFFITTI FREE TO PROVIDE THE COMMUNITY WITH AN ATTRACTIVE DEVELOPMENT.	AES-1, AES-2, AES-3
d.	LESS THAN SIGNIFICANT IMPACT	NIGHTTIME LIGHTING FROM THE PROJECT WOULD BE DIRECTED AWAY FROM THE ADJACENT PROPERTIES.	AES-4
<b>II. AGRICULTURAL RESOURCES</b>			
a.	NO IMPACT	THE SITE IS LOCATED IN A DEVELOPED AREA AND IS ZONED FOR PUBLIC FACILITIES USE.	
b.	NO IMPACT	THE SITE IS LOCATED IN A DEVELOPED AREA AND IS ZONED FOR PUBLIC FACILITIES USE.	
c.	NO IMPACT	THE SITE IS LOCATED IN A DEVELOPED AREA AND IS ZONED FOR PUBLIC FACILITIES USE.	
<b>III. AIR QUALITY</b>			
a.	NO IMPACT	THE PROPOSED PROJECT WILL NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR THE CONGESTION MANAGEMENT PLAN.	
b.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WOULD IMPLEMENT CONSTRUCTION MANAGEMENT MEASURES TO MINIMIZE SHORT-TERM AIR QUALITY IMPACTS.	AQ-1 TO AQ-6
c.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WOULD NOT RESULT IN A CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANTS. NO MITIGATION IS NECESSARY.	
d.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS.	AQ-7
e.	NO IMPACT	THE PROJECT WOULD NOT CREATE OBJECTIONABLE ODORS.	
<b>IV. BIOLOGICAL RESOURCES</b>			
a.	NO IMPACT	THE PROJECT SITE DOES NOT CONTAIN KNOWN PROTECTED SPECIES.	
b.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN RIPARIAN HABITAT, WETLAND, OR IDENTIFIED NATURAL COMMUNITY.	

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
c.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN RIPARIAN HABITAT, WETLAND, OR IDENTIFIED NATURAL COMMUNITY.	
d.	NO IMPACT	THE PROJECT SITE DOES NOT CONTAIN ANY MIGRATORY WILDLIFE CORRIDORS.	
e.	NO IMPACT	THE PROJECT SITE DOES NOT CONTAIN PROTECTED SPECIES, INCLUDING TREES.	
f.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN A CONSERVATION PLAN.	
<b>V. CULTURAL RESOURCES</b>			
a.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE SITE MAY CONTAIN HISTORIC RESOURCES. MITIGATION MEASURES WOULD REDUCE IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.	CR-1
b.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE SITE MAY CONTAIN ARCHAEOLOGICAL RESOURCES. MITIGATION MEASURES WOULD REDUCE IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.	CR-1
c.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE SITE MAY CONTAIN PALEONTOLOGICAL RESOURCES. MITIGATION MEASURES WOULD REDUCE IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.	CR-3
d.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE SITE MAY CONTAIN UNKNOWN HUMAN REMAINS. MITIGATION MEASURES WOULD REDUCE IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.	CR-4
<b>VI. GEOLOGY AND SOILS</b>			
a.i	LESS THAN SIGNIFICANT IMPACT	THE SITE IS NOT LOCATED ON A FAULT ZONE. HOWEVER, SEISMIC BUILDING CODES WILL BE IN PLACE TO MINIMIZE RISKS POSED BY SEISMIC ACTIVITY.	
a.ii	LESS THAN SIGNIFICANT IMPACT	THE SITE IS NOT LOCATED ON A FAULT ZONE. HOWEVER, SEISMIC BUILDING CODES WILL BE IN PLACE TO MINIMIZE RISKS POSED BY SEISMIC ACTIVITY.	GEO-1
a.iii	LESS THAN SIGNIFICANT IMPACT	A GEOTECHNICAL REPORT WILL BE APPROVED BY THE CITY TO ENSURE SEISMIC-RELATED GROUND FAILURE HAZARDS DO NOT OCCUR.	GEO-2
a.iv	NO IMPACT	THE FLAT SITE IS NOT PRONE TO LANDSLIDES.	
b.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	MITIGATION MEASURES ARE PRESCRIBED TO MINIMIZE IMPACT REGARDING SOIL EROSION FROM GRADING AND CONSTRUCTION ACTIVITIES ON THE SITE.	HWQ-1, HWQ-2 AND AQ-1 TO AQ-6
c.	LESS THAN SIGNIFICANT IMPACT	A GEOTECHNICAL REPORT WILL BE APPROVED BY THE CITY TO ENSURE ON-SITE SOILS ARE STABLE.	GEO-1 and GEO-2
d.	LESS THAN SIGNIFICANT IMPACT	SOILS WITH EXPANSIVE CHARACTERISTICS WOULD BE REMOVED FROM THE SITE. LESS THAN SIGNIFICANT IMPACTS WOULD OCCUR.	

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
e.	NO IMPACT	THE PROJECT DOES NOT INVOLVE SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS.	
<b>VII. HAZARDS AND HAZARDOUS MATERIALS</b>			
a.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	EXCAVATION OF THE PROJECT SITE COULD ENCOUNTER CONTAMINATED SOILS AND/OR METHANE GAS. MITIGATION REQUIRING TESTING AND DISPOSAL OF CONTAMINATED MATERIALS, IF NECESSARY, WOULD ENSURE SUCH HAZARDS ARE REDUCED TO A LESS THAN SIGNIFICANT LEVEL.	HAZ-1 TO HAZ-3
b.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	EXCAVATION OF THE PROJECT SITE COULD ENCOUNTER CONTAMINATED SOILS AND/OR GROUNDWATER, AND HAZARDOUS GASES. MITIGATION REQUIRING TESTING AND DISPOSAL OF CONTAMINATED MATERIALS, IF NECESSARY, WOULD ENSURE SUCH HAZARDS ARE REDUCED TO A LESS THAN SIGNIFICANT LEVEL.	HAZ-1 TO HAZ-4
c.	NO IMPACT	THE PROJECT WILL NOT EMIT HAZARDOUS MATERIALS WITHIN PROXIMITY TO A SCHOOL.	
d.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE SITE IS NOT LISTED ON REGULATORY DATABASES OF KNOWN OR POTENTIALLY HAZARDOUS SITES. HOWEVER, THE SITE MAY CONTAIN CONTAMINATED SOILS BELOW THE EXISTING PAVED AREAS. MITIGATION REQUIRING TESTING AND DISPOSAL OF CONTAMINATED MATERIALS, IF NECESSARY, WOULD ENSURE SUCH HAZARDS ARE REDUCED TO A LESS THAN SIGNIFICANT LEVEL.	HAZ-1 TO HAZ-4
e.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR WITHIN TWO MILES OF AN AIRPORT.	
f.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP.	
g.	LESS THAN SIGNIFICANT IMPACT	PROJECT IMPLEMENTATION WILL NOT IMPAIR OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN.	
h.	NO IMPACT	THE PROJECT IS NOT LOCATED WITHIN A MOUNTAIN FIRE ZONE.	
<b>VIII. HYDROLOGY AND WATER QUALITY</b>			
a.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WOULD COMPLY WITH ALL APPLICABLE REGULATORY REQUIREMENTS PERTAINING TO WATER QUALITY DURING CONSTRUCTION AND OPERATION OF THE PROJECT.	HWQ-1 AND HWQ-2



APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
b.	NO IMPACT	THE PROJECT WILL NOT SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE.	
c.	NO IMPACT	THE PROJECT WILL NOT SUBSTANTIALLY ALTER EXISTING DRAINAGE PATTERNS OF THE SITE OR SURROUNDING AREA.	
d.	NO IMPACT	THE PROJECT WILL NOT SUBSTANTIALLY ALTER EXISTING DRAINAGE PATTERNS OF THE SITE OR SURROUNDING AREA.	
e.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WILL NOT CONTRIBUTE RUNOFF THAT WOULD EXCEED THE CAPACITY OF THE LOCAL DRAINAGE CHANNELS.	
f.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WOULD COMPLY WITH ALL APPLICABLE REGULATORY REQUIREMENTS PERTAINING TO WATER QUALITY DURING CONSTRUCTION AND OPERATION OF THE PROJECT.	HWQ-1 AND HWQ-2
g.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT SITE IS LOCATED WITHIN A 100-YEAR FLOOD PLAIN. COMPLIANCE WITH APPLICABLE DESIGN REQUIREMENTS WITHIN DESIGNATED FLOOD AREAS WOULD REDUCE IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.	
h.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN A 100-YEAR FLOOD PLAIN.	
i.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN A 100-YEAR FLOOD PLAIN.	
j.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN AN AREA AT RISK FOR INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW.	
<b>IX. LAND USE AND PLANNING</b>			
a.	NO IMPACT	THE PROJECT WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY.	
b.	LESS THAN SIGNIFICANT IMPACT	WITH APPROVAL OF THE REQUESTED DISCRETIONARY ACTIONS, THE PROJECT WOULD NOT CONFLICT WITH ANY APPLICABLE LAND USE PLAN, POLICY OR REGULATION.	
c.	NO IMPACT	THE PROJECT WOULD NOT CONFLICT WITH ANY CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN.	
<b>X. MINERAL RESOURCES</b>			
a.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED IN AN AREA CONTAINING SIGNIFICANT MINERAL DEPOSITS.	
b.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED IN AN AREA CONTAINING SIGNIFICANT MINERAL DEPOSITS.	

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
<b>XI. NOISE</b>			
i.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	NOISE LEVELS RESULTING FROM CONSTRUCTION OF THE PROJECT COULD EXPOSE NEARBY PROPERTIES TO EXCESSIVE NOISE LEVELS. MITIGATION PRESCRIBING CONSTRUCTION NOISE CONTROL WOULD REDUCE IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.	NOISE-1 TO NOISE-5
j.	LESS THAN SIGNIFICANT IMPACT	THE RESIDENTS OF THIS PROJECT WILL BE EXPOSED TO INFREQUENT NOISE VIBRATION LEVELS. HOWEVER, THE NOISE AND VIBRATION LEVELS ARE ANTICIPATED TO BE LESS THAN SIGNIFICANT.	
c.	LESS THAN SIGNIFICANT IMPACT	NOISE LEVELS RESULTING FROM CONSTRUCTION AND OPERATION OF THE PROJECT ARE EXPECTED TO RESULT IN LESS THAN SIGNIFICANT LEVELS FOR THE NEARBY PROPERTIES.	
i.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	DURING CONSTRUCTION OF THE PROJECT IT IS ANTICIPATED THAT NOISE LEVELS WILL BE ABOVE 75 DBA.	NOISE-1 TO NOISE-5
e.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR WITHIN TWO MILES OF AN AIRPORT.	
.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP.	
<b>XII. POPULATION AND HOUSING</b>			
a.	LESS THAN SIGNIFICANT IMPACT	THE ESTIMATED POPULATION INCREASE FROM THIS PROJECT IS NOT SUBSTANTIAL GROWTH IN THE AREA AND NO MITIGATION IS REQUIRED.	
b.	NO IMPACT	THE PROJECT WOULD ADD TO THE CITY'S HOUSING SUPPLY.	
c.	NO IMPACT	THE PROJECT WOULD ADD TO THE CITY'S HOUSING SUPPLY.	
<b>XIII. PUBLIC SERVICES</b>			
a.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WILL COMPLY WITH APPLICABLE CITY FIRE AND BUILDING CODE REQUIREMENTS.	PS-1
b.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED ONSITE USES WILL NOT SIGNIFICANTLY INCREASE POLICE DEPARTMENT RESPONSE TIMES.	PS-2 AND PS-3
c.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WILL PAY SCHOOL FEES TO THE LOS ANGELES UNIFIED SCHOOL DISTRICT TO OFFSET THE IMPACT OF ADDITIONAL STUDENT ENROLLMENT AT SCHOOLS SERVING THE PROJECT AREA.	PS-4
d.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WILL INCLUDE PUBLIC AND PRIVATE OPEN SPACE THAT WILL MEET THE OPEN SPACE REQUIREMENTS OF THE CITY.	PS-5

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
e.	LESS THAN SIGNIFICANT IMPACT	NO SUBSTANTIAL EXPANSION OR IMPROVEMENT TO GOVERNMENT SERVICES IS EXPECTED TO BE NECESSARY FROM THE PROJECT.	
<b>XIV. RECREATION</b>			
a.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WILL INCLUDE PUBLIC AND PRIVATE OPEN SPACE THAT WILL MEET THE OPEN SPACE REQUIREMENTS OF THE CITY.	
b.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WILL INCLUDE PUBLIC AND PRIVATE OPEN SPACE THAT WILL MEET THE OPEN SPACE REQUIREMENTS OF THE CITY.	
<b>XV. TRANSPORTATION/CIRCULATION</b>			
a.	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	THE PROJECT WILL SIGNIFICANTLY IMPACT ONE INTERSECTION. MITIGATION REQUIRING INSTALLATION OF A TRAFFIC SIGNAL WOULD REDUCE THIS IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	TRAF-1 AND TRAF-2
b.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WOULD NOT EXCEED A LEVEL OF SERVICE ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY.	
c.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN.	
d.	LESS THAN SIGNIFICANT IMPACT	SITE ACCESS AND CIRCULATION WILL BE REVIEWED BY LADOT TO ENSURE THE PROJECT DOES NOT IN HAZARDOUS ROADWAY CONDITIONS.	
e.	LESS THAN SIGNIFICANT IMPACT	CONSTRUCTION AND OPERATION OF THE PROJECT WILL NOT RESULT IN INADEQUATE EMERGENCY ACCESS.	
f.	NO IMPACT	THE PROJECT WILL PROVIDE ADEQUATE PARKING PER THE LAMC REGARDING PARKING.	
g.	NO IMPACT	THE PROJECT WILL NOT CONFLICT WITH ANY ADOPTED PLANS, POLICIES, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION.	
<b>XVI. UTILITIES</b>			
a.	LESS THAN SIGNIFICANT IMPACT	THE ESTIMATED WASTEWATER FLOWS FROM THE PROJECT WOULD HAVE A LESS THAN SIGNIFICANT IMPACT TO THE CITY'S WASTEWATER CONVEYANCE OR TREATMENT SYSTEMS.	
b.	NO IMPACT	THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES.	
c.	NO IMPACT	THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES.	

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
d.	LESS THAN SIGNIFICANT IMPACT	DWP HAS SUFFICIENT WATER TO SUPPLY THE PROPOSED MIXED-USE PROJECT.	
e.	LESS THAN SIGNIFICANT IMPACT	THE HYPERIAN TREATMENT PLANT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT.	
f.	LESS THAN SIGNIFICANT IMPACT	EXISTING LANDFILLS IN LOS ANGELES COUNTY HAVE THE CAPACITY TO SERVE THE PROJECT.	
g.	LESS THAN SIGNIFICANT IMPACT	A RECYCLING SYSTEM WILL BE IMPLEMENTED FOR THE PROJECT TO REDUCE THE CITY'S RELIANCE UPON LANDFILLS.	UTIL-1
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b>			
a.	LESS THAN SIGNIFICANT IMPACT	THE CONSTRUCTION AND OPERATION OF THE PROJECT WOULD NOT SUBSTANTIALLY DEGRADE THE QUALITY OF THE ENVIRONMENT WITH INCORPORATION OF MITIGATION MEASURES PRESCRIBED IN THIS REPORT.	
b.	LESS THAN SIGNIFICANT IMPACT	THE CONSTRUCTION OF THE PROJECT WILL RESULT IN ENVIRONMENTAL IMPACTS, HOWEVER EACH IMPACT CAN BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL WITH INCORPORATION OF THE PRESCRIBED MITIGATION MEASURES. AS SUCH, THE PROPOSED PROJECT WILL NOT RESULT IN CUMULATIVE IMPACTS.	ALL MITIGATION MEASURES
c.	NO IMPACT	THE PROJECT WILL HAVE NO SUBSTANTIAL ADVERSE EFFECT ON HUMAN BEINGS.	

## **MITIGATION MEASURES**

### **Aesthetics (Landscaping)**

To ensure that aesthetic impacts regarding the quality and character of the neighborhood remain at a less than significant level, the following mitigation measure is recommended:

- AES-1** Open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

### **Aesthetics (Graffiti)**

To ensure that aesthetic impacts regarding graffiti and accumulation of rubbish and debris along the walls adjacent to public rights of way do not occur during project operation, the following mitigation measures are recommended:

- AES-2** Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- AES-3** The exterior of buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91,8104.15.

### **Aesthetics (Light)**

To ensure that lighting impacts to the adjacent properties are minimized to the maximum extent practicable, the following mitigation measure is recommended:

- AES-4** Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from nearby residential uses.

### **Air Quality (Construction)**

Short-term air quality impacts during project construction would be less than significant. Nonetheless, the following mitigation measures are proposed to reduce impacts to adjacent sensitive receptors to the maximum extent feasible.

- AQ-1** All unpaved construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403.
- AQ-2** The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- AQ-3** All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- AQ-4** All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- AQ-5** All earth moving or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- AQ-6** General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

### **Air Quality (Construction)**

Long-term air quality impacts during project operation would be less than significant. Nonetheless, the following mitigation measure is proposed to ensure that air filtration systems are installed to reduce the effects of diminished air quality on the occupants of the project.

- AQ-7** The applicant shall install air filtration system capable of removing 99.97% of all airborne contaminants at 0.3 microns in order to reduce the effects of diminished air quality on the occupants of the project.

### **Cultural Resources**

To ensure that impacts to known or unknown impacts to historical, archaeological, paleontological and/or human remains are reduced to a less than significant level, the following mitigation measures are prescribed:

**CR-1** After the removal of the existing on site asphalt pavement, a qualified archaeologist shall be retained by the Applicant and approved by the City of Los Angeles to perform a site inspection of the ground surface immediately beneath the pavement as well as the unpaved areas of the project site. This inspection shall take place immediately following the removal of the pavement prior to further excavation or earth moving. The inspection shall include a survey of exposed ground surfaces, and may include sample screening of sediment disturbed by the parking lot removal and limited sub-surface testing if deemed appropriate by the qualified archaeologist. If historic or archaeological resources are identified, the archaeologist shall have the authority to halt ground-disturbing activities in the vicinity of the find so that the find can be assessed. An archaeological historian shall then prepare a report summarizing the results of the investigation including documentation and significance assessment of those cultural resources encountered. The results shall also include recommendations with respect to additional archaeological testing, data recovery, and monitoring during construction, as appropriate.

**CR-2** Prior to grading and excavation of the project site, a geologist shall determine if excavation of the subterranean parking garage or building footings would encounter Miocene marine sediments. If Miocene marine deposits will not be encountered, no further action is necessary. However, if Miocene marine sediments could be encountered during excavation activities, then a paleontologist shall be retained by the Applicant. The paleontologist shall prepare and execute a monitoring program for recovery of paleontological resources from the Miocene marine sediments. If fossils are encountered at depths less than the anticipated depth of the Miocene marine sediments, the paleontologist shall be notified immediately and shall assess the significance of those fossils and make recommendations for recovery of those and other potential fossils in the shallower horizons. If fossils are found during the monitoring program, the paleontologist shall prepare a report summarizing the results of the monitoring program including methods of fossil recovery and curation, and a description of the fossils collected and their significance. A copy of the report shall be provided to the Applicant and to the City of Los Angeles. The fossils and a copy of the report shall be deposited in an accredited curation facility.

**CR-3** If human remains are unearthed, construction activity shall be halted and the County Coroner shall be contacted immediately. State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who shall then assist in determining what course of action should be taken in dealing with the remains, as appropriate.

**Geology and Soils (Seismic Safety)**

To ensure that geology and soils impacts regarding seismic hazards are reduced to the maximum extent practicable, the following mitigation measure is recommended:

**GEO-1** The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

**Geology and Soils (Liquefaction, Soil Stability, Expansive Soils)**

To ensure that geology and soils impacts regarding soil stability as a result of construction of the proposed buildings, including the subterranean parking garage, are reduced to the maximum extent practicable, the following mitigation measure is recommended:

**GEO-2** Prior to issuance of the building permit for this project, the Applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety.

**Hazards and Hazardous Materials (Hazardous Substances)**

Hazardous materials impacts to construction during construction may result from the removal of containing materials in soil or groundwater, as well as hazardous gases. However, these potentially significant impacts would be mitigated to a less than significant level by the following mitigation measures:

**HAZ-1** Prior to removal of on site soils, the Applicant shall perform a limited gas survey to test the underlying soil pore gas for evidence of petroleum hydrocarbons, methane, and volatile organic compounds. A 10-point survey shall be conducted throughout the project site with points drilled at variable depths of 5 to 20 feet below ground surface. If gas levels that exceed levels established by the State of California Environmental Protection Agency, Department of Toxic Substances Control and/or other local, state or federal agency standards for the Proposed Project, then the results shall be forwarded to the appropriate agency(s) for review. The agency(s) shall either sign off on the property or determine if additional investigation or remedial activities are necessary.

**HAZ-2** Should the soil gas survey prescribed in Mitigation Measure HAZ-1 show evidence of soil contaminants present at select locations on the project site, the applicant shall conduct physical soil sampling prior to the removal of on site soils to test the underlying soil for fuel and solvent type compounds. If contaminants are detected at levels that exceed levels established by the State of California Environmental Protection Agency, Department of Toxic Substances Control and/or other local, state or federal agency standards for the proposed Project, then the results of the soil sampling shall be forwarded to the appropriate agency(s) for review. The agency shall(s) either sign off on the property or determine if additional investigation or remedial activities are necessary.

**HAZ-3** If concentrations of soil contaminants warrant site remediation proceeding on site testing prescribed in Mitigation Measures HAZ-1 and/or HAZ-2, contaminated materials shall be removed or remediated prior to construction of the Project. The contaminated materials shall be removed or remediated under supervision of an environmental consultant licensed to oversee such remediation. The remediation program shall also be approved by a regulatory oversight agency such as the City of Los Angeles Environmental Affairs Department, the State of California Environmental Protection Agency, or the Department of Toxic Substances Control. All proper waste handling and disposal procedures shall be followed. Upon completion of the removal or remediation, the environmental consultant shall prepare a report summarizing the remediation approach implemented and the analytical results after completion of the remediation, including all waste disposal or treatment manifests.

**HAZ-4** All multiple residential buildings shall have adequate ventilation as defined in Section 91.7102 of the Municipal Code or a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.

**Hydrology and Water Quality (Short- and Long Term Water Quality, Soil Erosion)**

To ensure that the project complies applicable requirements pertaining to water quality during construction and operation of the project, the following mitigation measures are recommended:

**HWQ-1** The Applicant shall ensure the following construction Best Management Practices (BMPs) are incorporated within the Storm Water Pollution Prevention Plan (SWPPP):

- Waste shall be disposed of properly in accordance with applicable federal, state and local regulations. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
- Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
- Vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. Major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

**HWQ-2**

The Applicant shall ensure the following requirements are incorporated in the Standard Urban Stormwater Mitigation Plan (SUSMP) which is to be approved by Los Angeles Regional Water Quality Control Board: (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).

- Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24-hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Maximize trees and other vegetation at each site by planning additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Any connection to the sanitary sewer shall have authorization from the Bureau of Sanitation.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Install roof runoff systems where site is suitable for installation.
- Paint messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
- Storm drain inlets and catch basins within the project area shall be stenciled with prohibitive language (such as NO DUMPING – DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Legibility of stencils and signs shall be maintained.
- Materials with the potential to contaminate stormwater shall be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes or curbs.
- The storage area shall be paved and sufficiently impervious to contain leaks and spills.
- The storage area shall have a roof or waning to minimize collection of stormwater within the secondary containment area.
- Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
- Cleaning of oily vents and equipment to be performed within designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications.

**Noise (Construction Noise)**

Noise impacts during project construction may affect adjacent properties. However, this potentially significant impact would be mitigated to a less than significant level by the following mitigation measures:

- NOISE-1** In compliance with LAMC Section 41.40, construction activities, including delivery and haul routes, shall be restricted to hours between 7:00 A.M. and 9:00 P.M. Monday through Friday and 8:00 A.M. and 6:00 P.M. on Saturday. No noise-generating construction activities shall take place on Sundays and holidays. Deliveries shall use approved haul routes that are away from noise-sensitive locations, whenever possible.



**NOISE-2** Noise-generating equipment operated at the project site shall be equipped with effective noise control devices, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise due to worn or improperly maintained parts, would be generated.

**NOISE-3** Effective temporary noise barriers shall be used and relocated, as needed, and whenever possible, to block the line-of-site between the construction equipment and the noise-sensitive receptors.

**Noise (Operation Noise)**

Noise impacts during project operation may affect Project residents. However, this potentially significant impact would be mitigated to a less than significant level by the following mitigation measures:

**NOISE-4** The building shell construction, i.e., exterior wall assembly, windows, doors, and roof assembly, shall be designed with minimum Sound Transmission Class (STC) rating of 35 or as required to meet the interior noise level of 45 dBA.

**NOISE-5** The building final design shall be reviewed by a certified acoustical consultant to ensure that the building design provides adequate sound insulation to meet the 45 dBA CNEL at the interior of the units, per Building Code requirements.

**Public Services (Fire)**

The demand for fire protection services would increase as a result of Project implementation. To ensure that that the Project meets minimum fire safety design features as required by the Fire Department and/or Department of Building and Safety, the following mitigation measure has been prescribed:

**PS-1** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features, unless otherwise approved and/or modified by the Fire Department and/or Department of Building and Safety: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

**Public Services (Police)**

The demand for police protection services would increase as a result of Project implementation. To ensure that the Project provides adequate security personnel and emergency access during construction, the following mitigation measures are recommended:

**PS-2** The project site shall contain sufficient security staffing during all hours to prevent thefts of materials to minimize criminal activity during construction and operation of the Project.

**PS-3** The applicant in coordination with the Los Angeles Department of Transportation shall prepare a construction traffic plan to ensure that construction vehicles do not impair access along local roadways in the project area. The plan shall illustrate the locations of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties.

**Public Services (Schools)**

The demand on schools serving the project area would increase as a result of Project implementation. The Project is required to pay school impact fees to ensure that schools serving the project area are not adversely affected, as recommended in the following mitigation measure:

**PS-4** The Applicant shall pay school fees as established by law to the Los Angeles Unified School District to offset the impact additional student enrollment at schools serving the project area.

**Public Services (Parks)**

The demand on parks serving the project area would increase as a result of Project implementation. The Project is required to pay park impact fees to ensure that parks serving the project area are not adversely affected, as recommended in the following mitigation measure:

**PS-5** Per Section 17.12-A of the LA Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.

### **Transportation/Circulation**

The project would result in traffic impact at one intersection. The following mitigation measure is recommended to reduce the impact at the intersection to a less than significant level.

**TRAF-1** Santa Fe Avenue and Third Street – The project applicant shall install a traffic signal or other comparable traffic mitigation improvement at this intersection such that the resulting change satisfies the LADOT's criteria for a significant traffic impact.

The project could result in temporary traffic impacts in the project vicinity. The following mitigation measure is recommended to reduce this to a less than significant level.

**TRAF-2** Construction-related traffic shall be restricted to off-peak hours.

### **Utilities (Solid Waste)**

To ensure that solid waste generated by the Project is reduced to the maximum extent practical, the following mitigation measure is recommended:

**JTIL-1** Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as part of the projects' regular solid waste disposal program.

### **Cumulative Impacts**

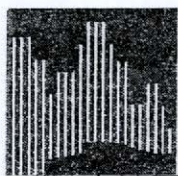
There may be environmental impacts which are individually limited, but significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. However, these cumulative impacts will be mitigated to end a level of insignificance by imposing the above mitigation measures.

### **End**

The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document.

- Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.





**ATTACHMENT A:  
PROJECT DESCRIPTION**

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**ATTACHMENT A  
PROJECT DESCRIPTION**

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**A. INTRODUCTION**

The Project Applicant, One Santa Fe LLC, proposes to construct the One Santa Fe Mixed-Use Development Project (the "Project" or "Proposed Project"), to consist of residential and retail/commercial uses on an approximately 4.0-acre site located along the eastern side of Santa Fe Avenue between E. First Street and E. Fourth Street in the City of Los Angeles. The Los Angeles County Metropolitan Transportation Authority (MTA) maintenance yard and associated maintenance facilities border the project site to the east, beyond which is the Los Angeles River. The Project would consist of approximately 439 apartment units, approximately 17 live-work units totaling approximately 27,370 gross square feet of commercial live-work space (includes approximately 2,610 square feet of office and lobby space), and approximately 27,520 gross square feet of retail/commercial space. The project site includes approximately 20 to 23 feet of abandoned public right-of-way on the eastern portion of Santa Fe Avenue and a portion of the MTA facilities area containing an asphalt-paved parking lot. Approximately 98 percent of the project site is occupied by asphalt-paved roadway or surface parking area and the remainder of the property is disturbed non-landscaped soil. All existing pavement would be removed as part of the Project.

**B. PROJECT LOCATION AND SURROUNDING USES**

The project site is located within the Central City North Community Plan area in the City of Los Angeles, approximately one mile east of downtown and approximately 14 miles east of the Pacific Ocean. Figure A-1 on page A-2 provides a map of the site's location from both a regional and local perspective. Regional access to the project site is provided by the Hollywood Freeway (US-101) located approximately 0.5 miles to the north, the San Bernardino Freeway (I-10) located approximately 0.7 miles to the northeast, the Harbor Freeway (I-110) located approximately 1.6 miles to the west, the Santa Monica Freeway (I-10) located approximately 1.3 miles to the south, and the Golden State Freeway (I-5) located approximately 1.1 miles to the east. The project site is located along the eastern side of Santa Fe Avenue just south of E. First Street, and runs south approximately 1,600 feet to a point approximately 500 feet north of E. Fourth Street.

The area surrounding the project site is highly urbanized, consisting of commercial and light industrial uses. Figure A-2 on page A-3 provides an aerial photo of the project site and surrounding vicinity. Directly east of the project site are the MTA maintenance facilities and maintenance yard. The MTA facilities include the following three buildings: MTA



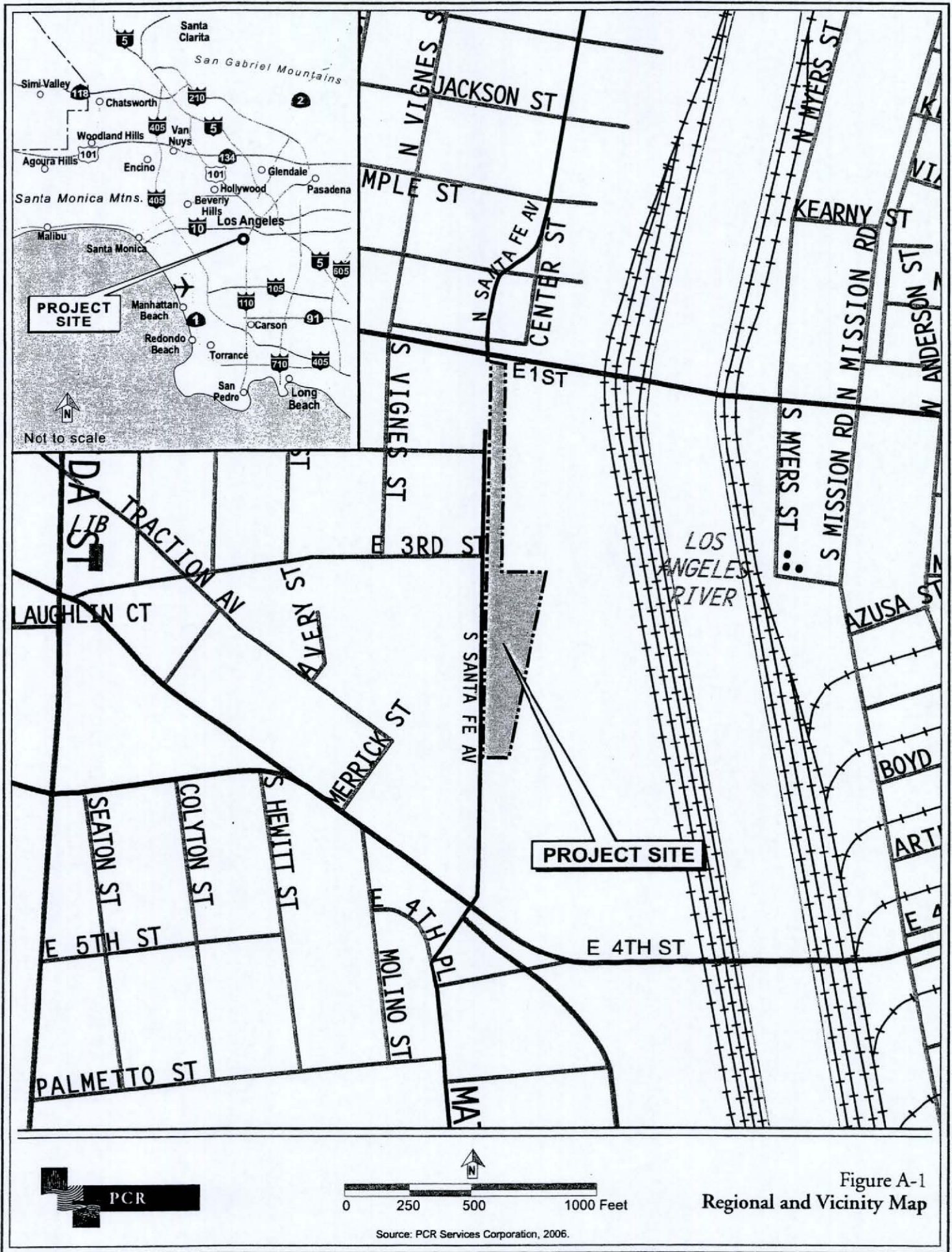
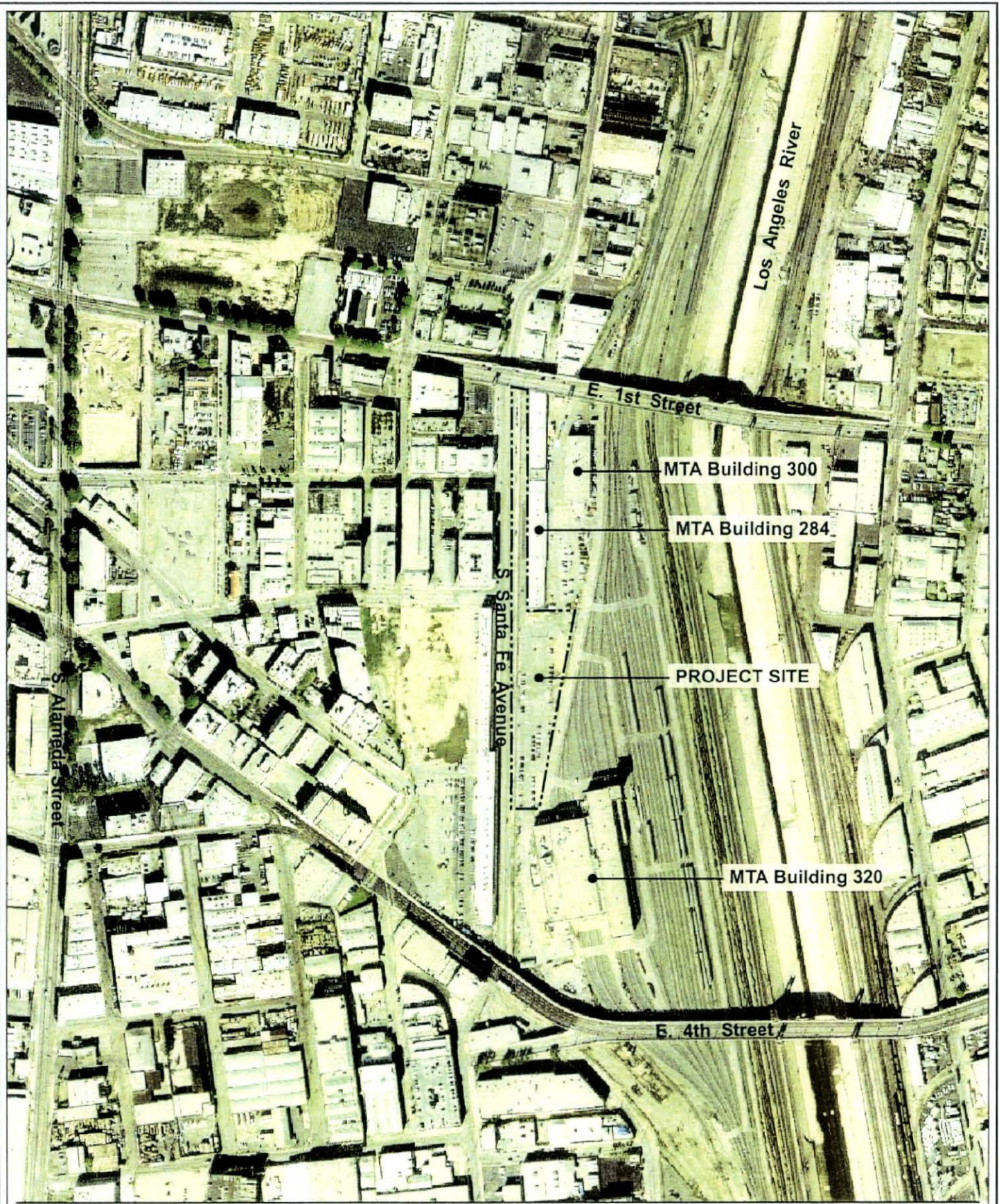


Figure A-1  
Regional and Vicinity Map

Source: PCR Services Corporation, 2006.







Source: USGS, 2004.

Figure A-2  
Aerial Photo of Project Site



Building 284 (approximately 25 feet tall) located directly east of the northern half of the project site, MTA Building 300 (approximately 25 feet tall) located to the east of MTA Building 284, and MTA Building 320 (approximately 50 feet tall) located to the southeast of the project site. An asphalt-paved parking lot is also located to the east of MTA Building 284. As shown in Figure A-2, the MTA maintenance yard is located to the east of MTA Building 284 and parking area and to the north of MTA Building 320. Directly east and adjacent to the maintenance yard is the concrete-lined Los Angeles River. The L.A. River is approximately 460 feet east of the project site at its closest point. Commercial/light industrial uses are located on the eastern side of the River.

The project site is bordered on the west by Santa Fe Avenue, which is lined on its western side with several buildings that comprise a portion of the neighborhood referred to as the "Artists-in-Residence District." Commencing at the First Street Bridge heading south along Santa Fe Avenue are a number of buildings as follows: a two-story, commercial building and associated parking lot located at 949 E. Second Street between the First Street Bridge and E. Second Street; two, three-story commercial buildings that include portions of the buildings converted to residential lofts located at 201 and 215/255 Santa Fe Avenue between E. Second Street and E. Third Street; and the approximately 25-foot tall Southern California Institute of Architecture (SCI-Arc) building located at 960 E. Third Street between E. Third Street and the Fourth Street Bridge.

The northern perimeter of the project site is bordered by the First Street Bridge. There is a parking/storage lot under the bridge. On the northern side of the bridge are a number of multi-story commercial/light industrial buildings on the eastern and western sides of Santa Fe Avenue. At least two of the buildings have been at least partially converted to loft-style residential units.

To the south of the project site is a continuation of the MTA maintenance facilities area. The paved MTA parking lot is located directly adjacent to the project site to the south. MTA Building 320 and the maintenance yard are located to the southeast of the project site. Continuing south from the MTA site is the Fourth Street Bridge. Beyond the Fourth Street Bridge are a number of multi-story commercial/light industrial buildings to the south and southwest.

### **C. EXISTING SITE USES**

The approximate 175,500 square-foot or 4.0-acre project site is irregular in shape and includes approximately 19 to 24 feet of abandoned public right-of-way running along of the eastern portion of Santa Fe Avenue. The project site consists of the following two areas: 1) area to be leased from the MTA (approximately 142,000 square feet); and 2) area within the right-of-way of Santa Fe Avenue (approximately 33,500 square feet). Asphalt-paved area consisting of the Santa Fe Avenue right-of-way, the entranceway to the MTA site and the MTA parking lot occupies approximately 98 percent of the project site, while less than approximately two percent

of the site is disturbed non-landscaped soil. A metal barred security fence with barbed wire comprises the western perimeter of the MTA site along Santa Fe Avenue. There are no trees within the site's boundaries. Figure A-3 on page A-6 provides site photographs from and across the project site from various vantages.

According to the United States Geological Survey 7.5-Minute Series Topographic Map, Los Angeles Quadrangle, the site is situated at an elevation of approximately 264 feet above mean sea level. The site is located on a moderate south-southeast sloping alluvial surface.

The project site is located within the area of the Central City North Community Plan, a component of the Land Use Element of the City's General Plan and within the Artists-In-Residence District. Pursuant to the Central City North Community Plan, the General Plan land use designation for the project site is Public Facilities. According to the Los Angeles Municipal Code (LAMC), the zoning designation for the project site is PF-1XL. Please refer to "Land Use" in Attachment B, Explanation of Checklist Determinations, for a detailed discussion of the site's existing zoning and land uses designations.

#### **D. DESCRIPTION OF THE PROPOSED PROJECT**

The One Santa Fe Mixed-Use Project includes the development of residential and retail/commercial uses in four architecturally integrated buildings (Buildings A, B, C and D). The project site is divided approximately equally in half between the rectilinear northern portion of the site that would include Building A and the wider southern portion that would include Buildings B, C and D. Figure A-4 on page A-7 provides an aerial view of the Proposed Project looking to the northeast. A subterranean parking garage, as described below, is not visible in Figure A-4.

As illustrated in Figure A-5 on page A-8, a one-level subterranean parking garage would be located in the southern half of the site below Buildings B, C and D. The subterranean parking garage would include approximately 350 parking stalls, approximately 7,970 gross square feet of residential storage area, and an approximate 4,400 gross square foot mechanical/electrical room. Access to the subterranean parking garage would occur via a driveway along Santa Fe Avenue at the southern perimeter of the project site.

Figure A-5 also illustrates the ground (First) floor. The first three floors of Building A would consist of a one-way parking garage. The ground floor parking level in Building A would include approximately 113 parking stalls for the exclusive use by the MTA. Ingress to the Building A parking garage would occur via Santa Fe Avenue via the driveway located at the intersection with E. Third Street. Egress from the parking structure would occur at the northern boundary of the site, just south of the First Street Bridge. The ground floor would include all of the proposed retail/commercial use and live/work space. The Project proposes approximately



Photograph 1: View to the east from western perimeter of project site.



Photograph 2: Northerly view from the eastern perimeter of the site parking lot.



Photograph 3: Northeastery view across project site from Santa Fe Avenue.



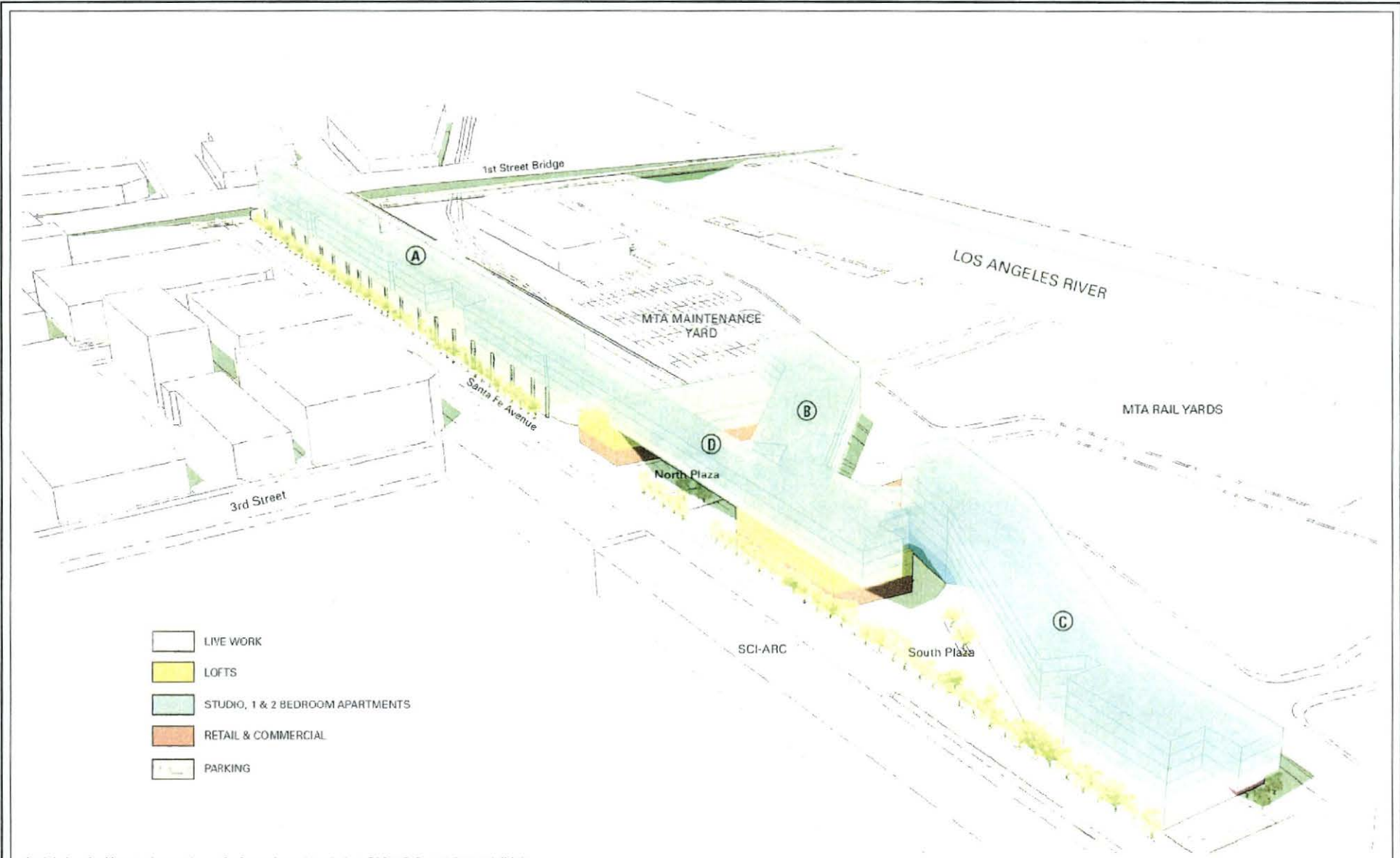
Photograph 4: Southeastery view toward project site from Santa Fe Avenue.



Source: PCR Services Corporation, 2006.

Figure A-3  
Site Photographs





Aerial view looking to the northeast (sub-grade parking below Bldgs B,C, and D not visible)



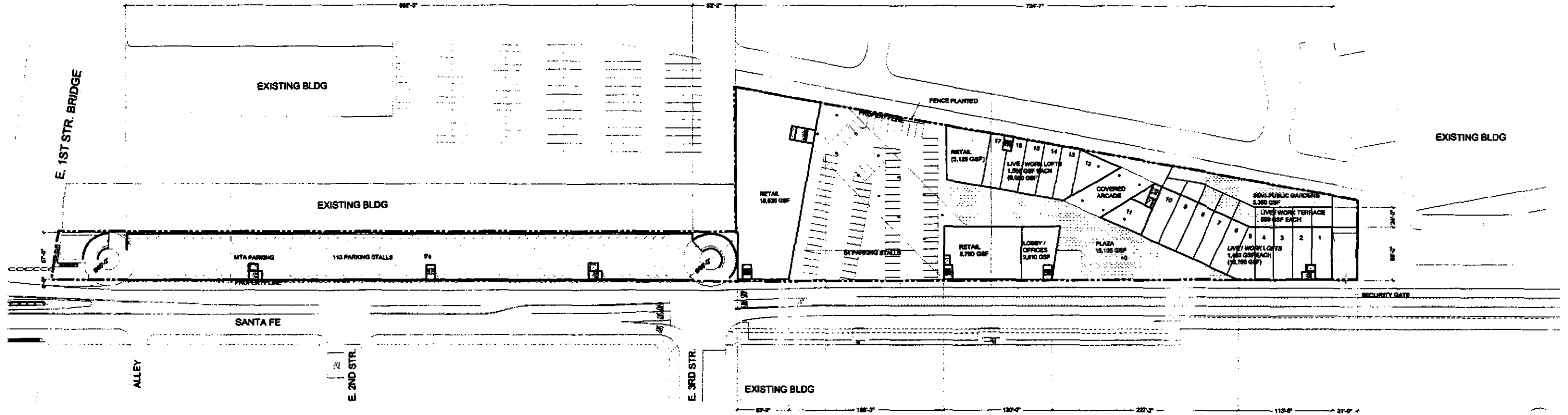
Figure A-4  
Site Plan

Source: Michael Maltzan Architecture, Inc., October 27, 2006.









AA →

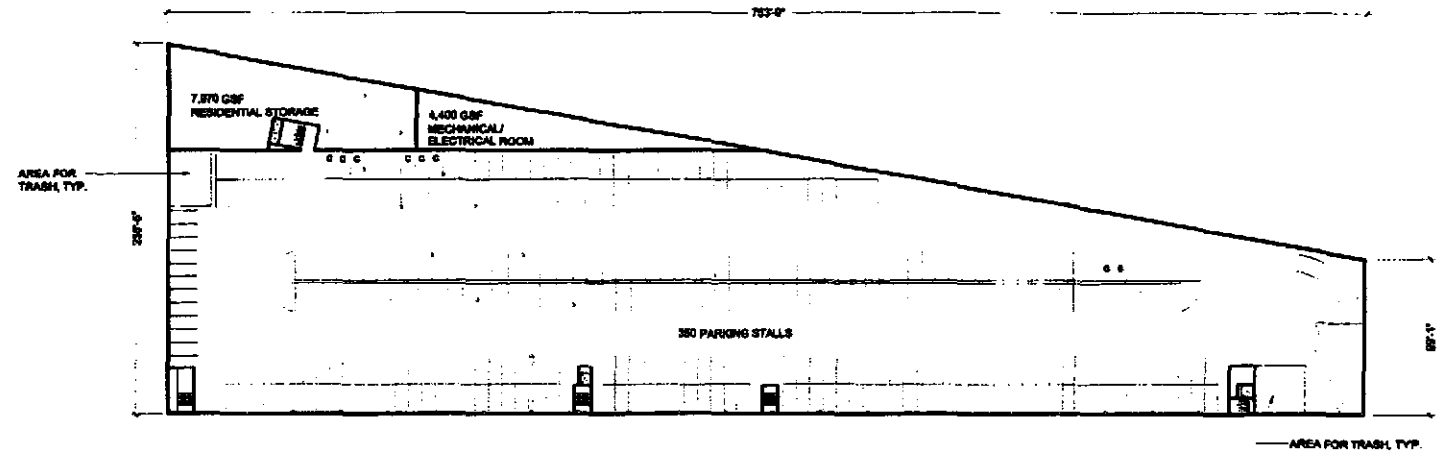
27,370 GSF	LIVE/WORK & LOBBY / OFFICE	27,520 GSF	RETAIL/COMMERCIAL	197	PARKING
17 UNITS					

← BB      ← CC

TRUE N

10 50 100 200 R

GROUND FLOOR



350 PARKING

TRUE N

10 50 100 200 R

LOWER LEVEL



Source: Michael Maltzan Architecture, Inc., October 27, 2006.

Figure A-5  
Lower Level and Ground Floor Parking



27,520 square feet of retail/commercial space within Buildings B and C predominately surrounding the surface convenience parking lot. Buildings B and C would also include approximately 17 ground floor live-work units totaling approximately 27,370 square feet of commercial live-work space including approximately 2,610 square feet of commercial space associated with the apartment's rental office and lobby. A total of approximately 84 parking stalls would be provided in a commercial surface parking lot of the Building B, C and D complex on the ground floor for retail visitors and employees. As shown in Figure A-5, two open-air street plazas in front of the retail/commercial and live-work areas would be provided at the street grade level.

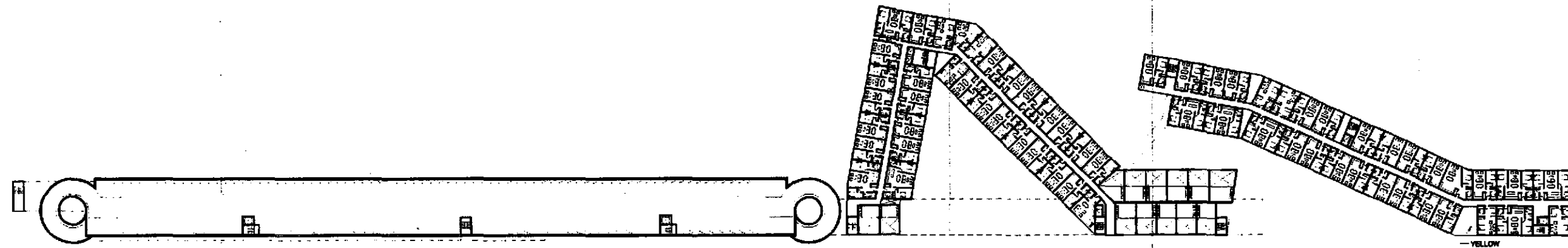
Figure A-6 on page A-10 illustrates the second and third floor plans. As shown in Figure A-6, the second and third floors of the Building A parking podium contain approximately 121 and 122 parking stalls, respectively. Buildings B and C would consist entirely of apartment units on the second and third floors. Figure A-7 on page A-11 illustrates the fourth and fifth floor plans. Building D would be developed on the fourth through sixth floors and is essentially a residential "bridge" over the plaza area that connects Buildings A and B. As shown in Figure A-7, the fourth floor of Building B that is perpendicular to Santa Fe Avenue would include a pool and deck area. The remaining areas of the fourth and fifth floors of Buildings A, B, C and D would consist of apartment units. Figure A-8 on page A-12 illustrates the sixth floor plan. Similar to the fourth and fifth floors, the sixth floor would consist of apartment units. Overall, the Project proposes approximately 439 apartment units consisting of approximately 96 studios, 219 one-bedroom, 111 two-bedroom and 13 loft units.

The Project proposes a minimum of approximately 752 parking spaces up to approximately 790 spaces, including approximately 356 spaces in the above grade structured parking of Building A, approximately 78 spaces in the commercial surface parking lot supporting Buildings B and C, and approximately 350 spaces in the subterranean parking below Buildings B and C. The number of parking spaces within the above grade parking structure in Building A would include approximately 356 spaces since the exact number of parking spaces may fluctuate depending on the final design of the structure. The final design of the parking structure will include design features such as ramps, turning areas, walkways, landscaped parking, etc. that would reduce the area available for parking spaces. Although the parking count would be determined upon the project's final design, the Project would meet or exceed the minimum parking space requirements required by the City of Los Angeles Planning and Zoning Code.

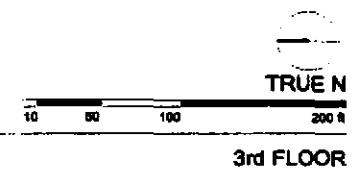
The maximum building height would be approximately 65 feet above street grade. Figure A-9 on page A-13 illustrates the building elevations for the Project. The cross-sections shown in Figure 8 are also referenced in Figures A-5 to A-8.

Table A-1 on page A-14 provides a summary of the gross square footage for each floor and use (i.e., residential and retail/commercial) proposed by the Project. As shown in the table,

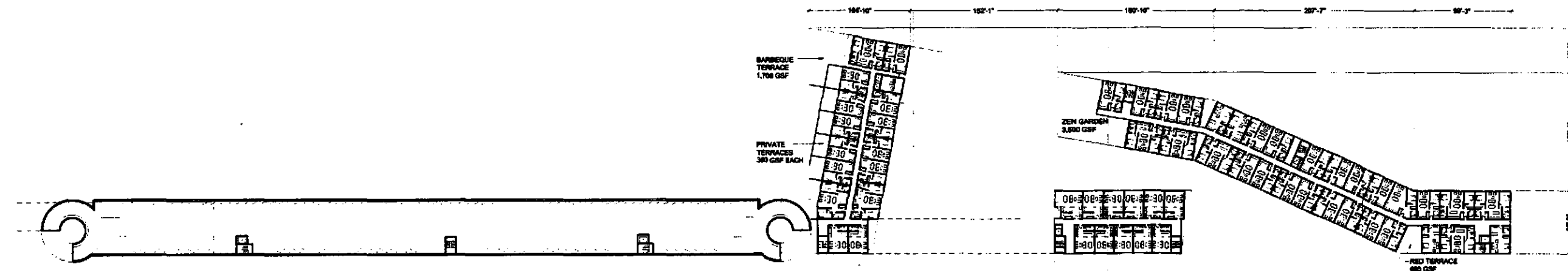




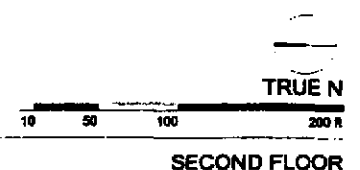
44 1 BEDROOM    9 2 BEDROOM    9 STUDIO    122 PARKING  
62 UNITS



3rd FLOOR



30 1 BEDROOM    9 2 BEDROOM    4 STUDIO/13 LOFT    121 PARKING  
56 UNITS

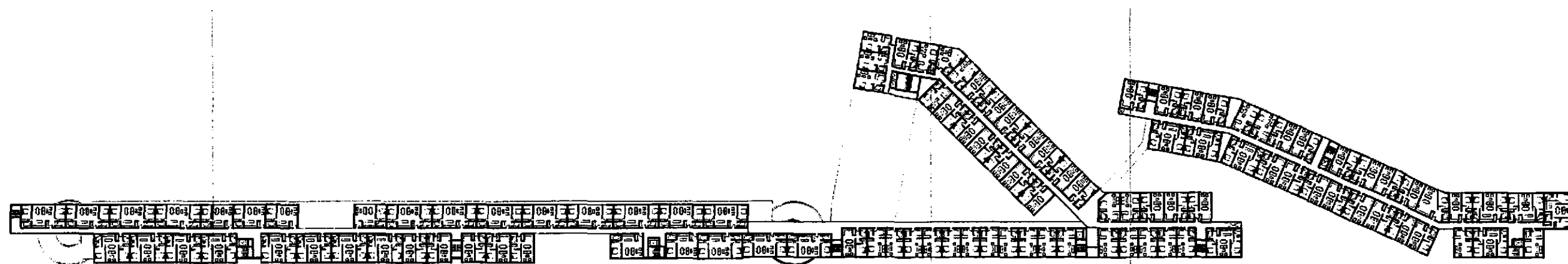


SECOND FLOOR

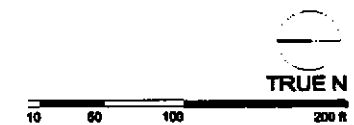


Figure A-6  
Second and Third Floors

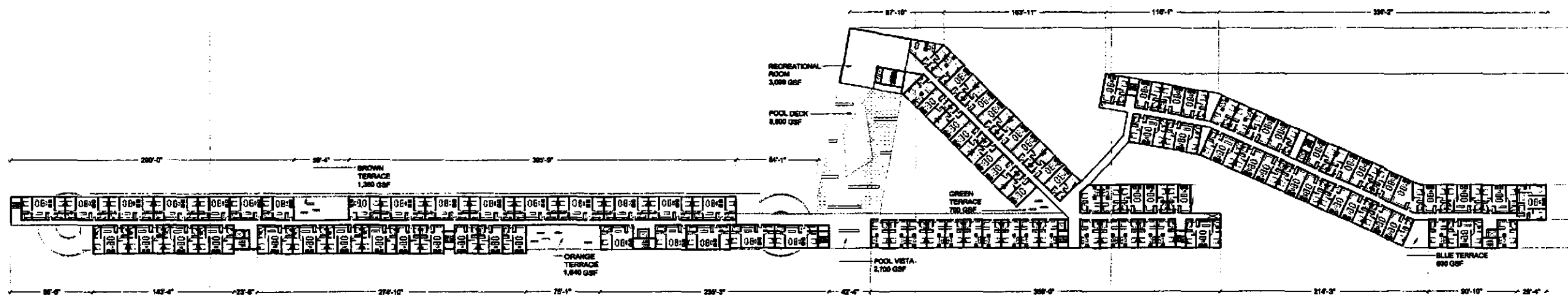
Source: Michael Maltzan Architecture, Inc., October 27, 2006.



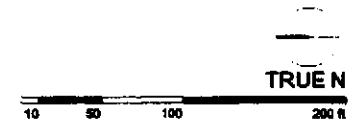
49 1 BEDROOM    31 2 BEDROOM    29 STUDIO  
109 UNITS



5th FLOOR



48 1 BEDROOM    31 2 BEDROOM    23 STUDIO  
102 UNITS



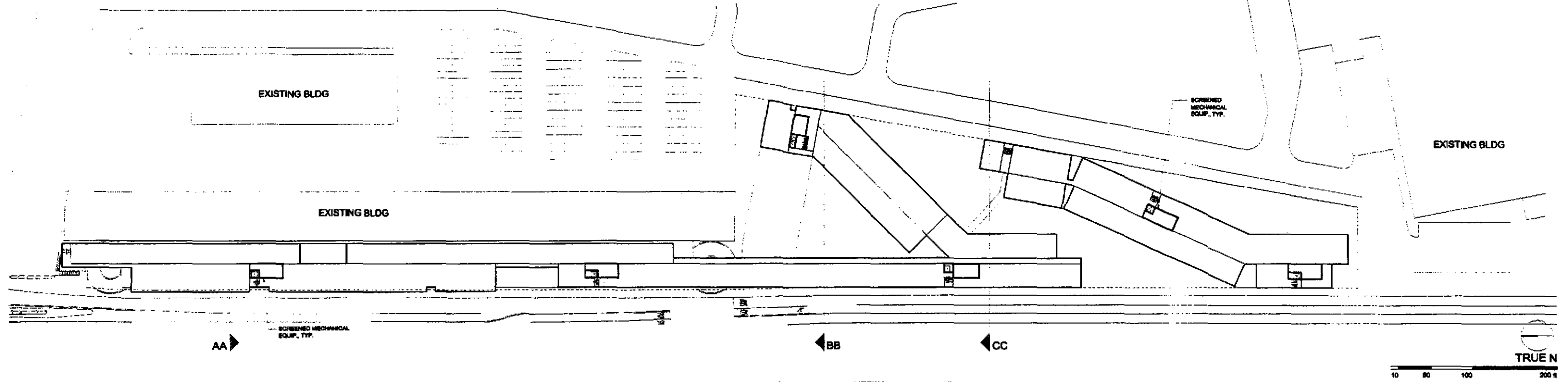
4th FLOOR



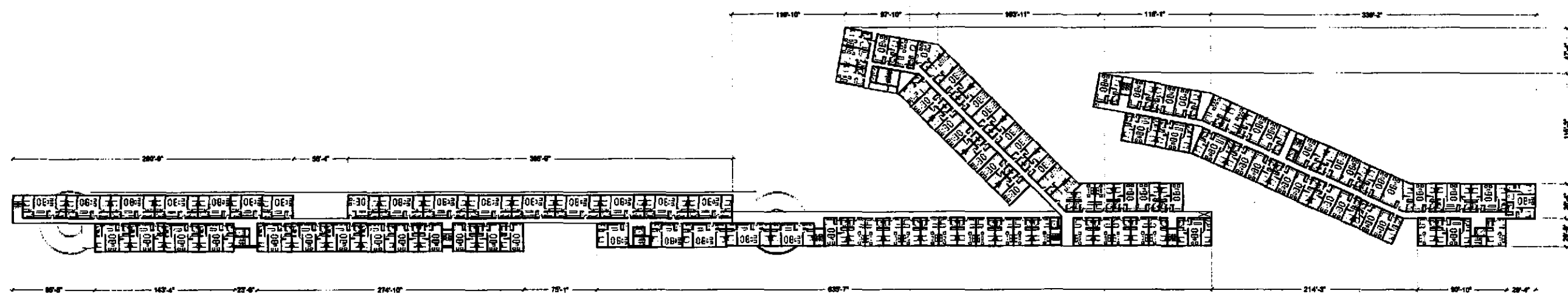
Figure A-7  
Fourth and Fifth Floors

Source: Michael Maltzan Architecture, Inc., October 27, 2006.





ROOF PLAN



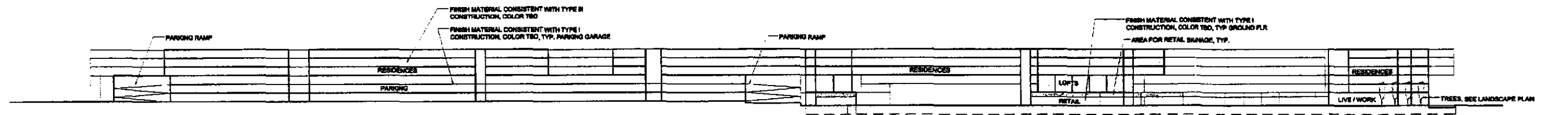
48 1 BEDROOM    31 2 BEDROOM    31 STUDIO  
110 UNITS

6th FLOOR

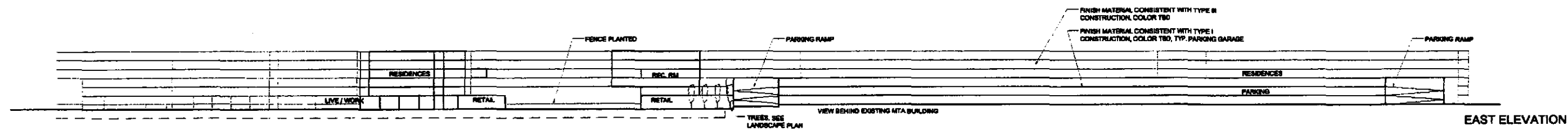


Figure A-8  
Sixth Floor and Roof Plan

Source: Michael Maltzan Architecture, Inc., October 27, 2006.



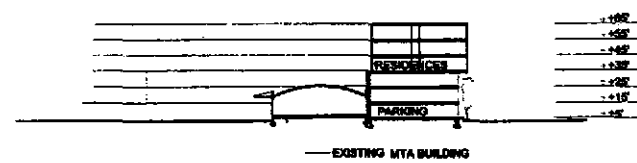
WEST ELEVATION



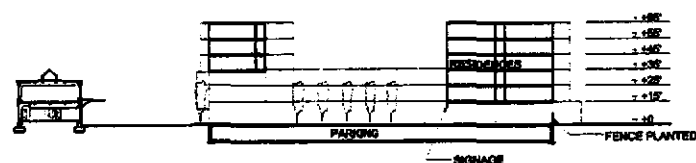
EAST ELEVATION



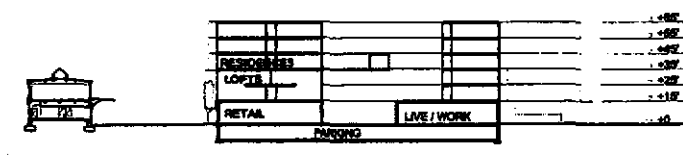
ELEVATIONS



SECTION AA



SECTION BB



SECTION CC



SECTIONS



Figure A-9  
Building Elevations

Source: Michael Maltzan Architecture, Inc., October 27, 2006.

**Table A-1**  
**Project Use Summary<sup>a</sup>**

<b>Floor</b>	<b>Gross Square Feet (GSF)</b>
Ground	59,142
2 <sup>nd</sup>	49,328
3 <sup>rd</sup>	59,236
4 <sup>th</sup>	101,973
5 <sup>th</sup>	101,309
6 <sup>th</sup>	101,309
<b>Total GSF</b>	<b>472,297</b>
<b>GSF By Category</b>	
59,142 Retail/Commercial GSF	
413,155 Residential GSF	
<b>FAR Allowable</b>	<b>Square Feet</b>
Lot Area	175,521
Allowable FAR (3:1)	526,563
Proposed FAR	$472,297 \div 175,521 = 2.69$

<sup>a</sup> The gross square footage indicated in this tables are approximations and will be determined upon final Project design.

Source: PCR Services Corporation, November 2006

the total land area of the project site is approximately 175,520 square feet and the proposed total gross building floor area for the Project is approximately 472,300 gross square feet. Thus, the proposed floor area ratio (FAR) would be approximately 2.69.

The western perimeter of the site on the ground floor along Santa Fe Avenue would be landscaped with street trees. In addition, the plaza areas would feature a variety of low vegetation and potted plants. Amenities of the Project would include: a rooftop exercise and recreation facility for all residents including a rooftop pool and spa within a sundeck; residence gardens with outdoor barbeque grills and picnic areas; business center and meeting conference rooms; and a screening room for both business and leisure purposes.

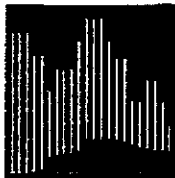
Development of the site would begin with removal of the existing asphalt comprising the MTA parking lot and entrance driveway and right-of-way of Santa Fe Avenue. It is anticipated that the Project would be constructed in one phase, and further anticipated that construction of the Project would commence in September 2007 and continue over approximately 21 months. Assuming this construction time frame, units would begin occupancy in May 2009, with full building occupancy anticipated by mid- to late 2009.

## E. NECESSARY APPROVALS

Approvals required for development of the Proposed Project include, but are not limited to, the following:

- General Plan Amendment pursuant to the City of L.A. Planning and Zoning Code Section 11.5.8 to amend the "Street Highways Designation Map" of the Transportation Element of the General Plan and the Central City North Community Plan to re-designate and downgrade Santa Fe Avenue between First and Fourth Streets from Major Highway to a Modified Collector Street;
- General Plan/Central City North Community Plan Amendment pursuant to the City of L.A. Planning and Zoning Code Section 11.5.8 to change the land use designation of the site from Public Facilities to Regional Commercial;
- Partial street vacation of right-of-way along Santa Fe Avenue;
- Zone and Height District Change pursuant to the City of L.A. Planning and Zoning Code Section 12.32 F from PF-1XL to C2-2D with a 3:1 FAR;
- Air rights vacation to allow approximately five feet of air rights along the frontage of Building A;
- Vacation of a 10-foot wide, never used, easement for public street;
- Side and rear yard adjustments for those residential portions of the project, if required under the City of L.A. Planning and Zoning Code Section 12.14 C 2 pursuant to the City of L.A. Planning and Zoning Code Section 12.28;
- Site Plan Review pursuant to the City of L.A. Planning and Zoning Code Section 16.05
- Grading, foundation, and building permits; and
- Such additional actions as may be determined necessary.

Please refer to "Land Use" in Attachment B, Explanation of Checklist Determinations, for a detailed discussion of the approvals required for the Project.



**ATTACHMENT B:**  
**EXPLANATION OF CHECKLIST DETERMINATIONS**

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**ATTACHMENT B  
EXPLANATION OF CHECKLIST DETERMINATIONS**

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**I. AESTHETICS**

**Would the project:**

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

**No Impact.** Approximately 98 percent of the project site is developed with asphalt-paved area, while less than approximately two percent of the site is disturbed non-landscaped soil. The site is entirely developed and there are no on site structures that have qualities containing unique natural or urban features. Thus, views of the site are not considered valuable.

The project site is within a highly urbanized community east of downtown Los Angeles. The general topography of the project site and surrounding area is flat with no substantial topographical variations. Buildings and other structures in the surrounding area include: two approximately 25-foot tall MTA buildings to the east; a variety of approximately 25 to 40 foot tall industrial/commercial buildings (with portions of the buildings converted to loft-style residential units) along the western side of Santa Fe Avenue to the west; the First Street Bridge and numerous multi-story (approximately one to three stories in height) commercial/light industrial buildings (with portions of the buildings converted to loft-style residential units) on the eastern and western sides of Santa Fe Avenue to the north; an approximately 50-foot tall MTA building to the southeast; and the Fourth Street Bridge to the south beyond which are a number of multi-story commercial/light industrial buildings to the south and southwest.

The MTA buildings are situated beyond a metal barred fence that borders the eastern side of the MTA property and appear as typical industrial/public facility buildings without prominent landscaping or architectural highlights. Although the proposed structures would partially obstruct views of the MTA maintenance facilities and maintenance yards to the east, the MTA site does not contain valued visual resources. The buildings along the western side of Santa Fe Avenue include a variety of architectural styles, materials, and color, but do not display features or qualities that contribute to a unique aesthetic environment. Generally, Santa Fe Avenue between First Street and Fourth Street lacks a pedestrian friendly environment since there are minimal streetscape and/or landscape improvements. Beyond the adjacent Santa Fe Avenue corridor adjacent to the site, the buildings and associated landscape/streetscape to the north of First street, south of Fourth Street and west of the buildings that line Santa Fe Avenue, show signs of neglect and/or abandonment. The buildings have been in decline and neglect for

decades. Overall, the general character of the surrounding locale is typical of worn industrial/commercial areas in the City and lacks positive aesthetic characteristics (i.e., landscape, streetscape, unique architecture, etc.).

The project site is not located in a scenic area or vista designated by the City of Los Angeles and is not listed in the Historic Resources Inventory database maintained by the State Office of Historic Preservation. In addition, there are no scenic highways in the surrounding project area identified by the City of Los Angeles that would be substantially visually impacted by the Project.

Due to existing intervening development and landscaping, opportunities for views across the site vary within the surrounding area. Generally, public views of the site are limited to vantages along adjacent roadways and commercial properties; as distance increases from the site, existing development blocks most views of the site. However, as described above, the available views to and across the site are not considered unique scenic vistas and do not contain valued visual resources.

In summary, although new views of the proposed residential and retail/commercial uses would be visible from the surrounding properties and roadways, the proposed buildings would not block significant scenic vistas. Thus, the Project would not have substantial adverse affects on existing views of local value and no impacts on designated scenic vistas.

**b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?**

**No Impact.** As discussed above in Response to Checklist Question I.a, the project site is currently developed with mostly asphalt-paved area and limited areas of disturbed non-landscaped soil. The project site is not located in the vicinity of a City-designated scenic highway. In addition, the project site does not contain any unique or locally recognized, natural, urban, or historic features, nor is the project site listed on the Historic Resources Inventory database maintained by the State Office of Historic Preservation. Although there are designated historical buildings in the Project vicinity, these buildings would not be directly impacted by the Project. Please refer to Section V, Cultural Resources, for a discussion of indirect impacts to historical resources. Therefore, implementation of the Project would not damage scenic resources or other locally recognized desirable aesthetic natural features within a City-designated scenic highway, and no mitigation measures are necessary.



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

**Less Than Significant Impact.** The project site is currently developed with mostly asphalt-paved area and limited areas of disturbed non-landscaped soil. As discussed in Response I.a, the site is located in a highly urbanized community with a mix of industrial, commercial and public facility land uses, characterized by buildings of varying heights. The surrounding locale has been suffering from longstanding neglect. Buildings and associated landscape, as well as streetscape, are not maintained in a manner that acknowledges or promotes a visual context worthy of favorable recognition.

The Project includes the development of a six-story, mixed-use development consisting of residential and retail/commercial uses. The project site is located on the edge/periphery of the Artists-in-Residence District of the Central City North Community Plan. While the proposed structures would be taller and greater in mass than the neighboring buildings in the surrounding project vicinity, the Project through contrast would bring attention to and illuminate the varying styles of architecture and color of the existing buildings of Santa Fe Avenue and the Artists-in-Residence District, as a whole. The Project would include street trees along Santa Fe Avenue and landscaping that would improve the street-level visual corridor of Santa Fe Avenue. Thus, the Project would introduce a pedestrian friendly environment to an area that currently has minimal streetscape and landscape improvements. Signage would be integrated into the architecture of the buildings and outdoor lighting would be limited per the City's standards. Furthermore, the Project would be consistent with vision of the Central City North Community Plan to revitalize and redevelop the Artists-in Residence District.

Parking for the Project would be located within an enclosed three-level above ground parking structure, a one-level subterranean parking garage, and a surface parking lot on the ground floor. Parking in the subterranean garage would not be visible and parking in the above-ground parking structure would be nearly entirely shielded by the building's exterior walls. Parking activities in the ground floor surface parking lot would be partially visible from Santa Fe Avenue and adjacent land uses to the west of the site. However, since the site currently consists of an asphalt paved parking lot and disturbed non-landscaped soil, the proposed parking lot would not substantially degrade the existing visual quality and character of the site.

According to the City of Los Angeles CEQA Thresholds Guide, a project related impact is considered significant in the City of Los Angeles if a shadow sensitive use is shaded by a proposed project for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. during the winter months or for more than four hours between the hours of 9:00 A.M. and 5:00 P.M. during the summer months. Shadows cast during the Winter Solstice represent the worse case shadows that would be cast by the project and surrounding development. Shading of sensitive uses such as routinely usable outdoor spaces associated with residential, recreational, or

institutional (e.g., schools, convalescent homes) land uses can be considered a significant impact because sunlight is important to function and physical comfort. The Screening Criteria requires a shadow analysis if a project would include light-blocking structures in excess of 60-feet above the ground elevation that would be located within a distance of three times the height of the proposed structures to a shadow-sensitive use on the north, northwest or northeast.

Although there are residential lofts to the west of the site along Santa Fe Avenue and lofts to the northeast of the First Street Bridge, there are no outdoor spaces associated with these lofts that are oriented towards the project site.<sup>1</sup> Furthermore, the lofts to the northeast of the site are situated immediately north of the bridge, which currently shades a portion of the loft building. Under the worse case shadow scenario during winter solstice, due to the mass and height of the proposed buildings, the shadows generated from the project site would not shade the surrounding lofts for more than three hours. Please refer to Appendix A for an illustration of shadows cast by the Project during the winter solstice. Thus, shading as a result of the Project would not significantly impact any sensitive receptors in the surrounding area.

Based on the proposed design characteristics cited above, the Project would not degrade the existing visual character or quality of the project site or its surroundings. In addition, additional shade generated by the Project would be less than significant based on the Los Angeles CEQA Threshold Guide. Therefore, impacts would be less than significant in this regard. Nonetheless, Mitigation Measures AES-1 through AES-3 have been prescribed to ensure that attractive landscaping is provided and proper building and site maintenance, including maintaining a graffiti-free site, occurs during Project operation.

**Mitigation Measures:**

- AES-1 Open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.
  
- AES-2 Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.

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<sup>1</sup> Please refer to Figure B-2 on page B-72 for an illustration of the sensitive receptors in the project vicinity.

AES-3 The exterior of buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

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

**Less Than Significant Impact.** The project site is currently developed with asphalt-paved area and limited areas of disturbed non-landscaped soil. As discussed in Responses I.a and I.c, the site is located in a highly urbanized community with a mix of industrial, commercial and public facility land uses, characterized by buildings of varying heights. As many of the buildings in the locale have been neglected and some abandoned, there are numerous underutilized/unutilized sites nearby.

The land uses immediately adjacent to the project site include the MTA maintenance facilities and maintenance yard facilities to the east, various commercial buildings located along the western side of Santa Fe Avenue to the west and commercial/light industrial buildings to the north and south. Portions of the commercial/light industrial buildings west of the project site along Santa Fe Avenue between Second and Third Street and to the north of the First Street Bridge on the eastern and western sides of Santa Fe Avenue have been converted to residential loft uses. There are windows on the eastern sides of the buildings along Santa Fe Avenue between Second and the Third Street that face the project site, but there are no outdoor living spaces that face the project site. The buildings to the north of the First Street Bridge area are almost entirely obstructed from the site by the First Street Bridge.

The project vicinity exhibits considerable ambient nighttime illumination levels due to the densely developed nature of the area, including lighting at the MTA site and adjacent properties. Artificial light sources from the MTA site and other surrounding properties include interior and exterior lighting for security, parking, architectural highlighting, incidental landscape lighting, and illuminated signage. Automobile headlights, streetlights and stoplights for visibility and safety purposes along the major and secondary surface streets contribute to overall ambient lighting levels as well.

Similar to existing site and surrounding uses, the Project would include low to moderate levels of interior and exterior lighting for security, parking, and architectural highlighting. Compliance with City and State energy conservation measures currently in place would limit the amount of unnecessary interior illumination during evening and nighttime hours. Soft accent lighting used for signage, and architectural highlighting would be directed to permit visibility of the highlighted elements but, would not be so bright as to cause light spillover. All proposed signage and outdoor lighting would be subject to applicable regulations contained within the Los Angeles Municipal Code (LAMC).

Interior lighting within the proposed apartments, live/work lofts, and retail/commercial uses would be visible from Santa Fe Avenue and adjacent properties uses during evening hours. Such lighting would not be bright enough to cast illumination onto light-sensitive properties to the east and north. Additionally, it can be reasonably expected that many or most Project residents would use blinds or curtains for privacy, which would reduce the amount of light emanating from the buildings. Furthermore, given the degree of ambient lighting that currently exists in the project area, the proposed lighting would not substantially alter ambient night light levels. Thus, impacts regarding Project lighting would be less than significant. Nonetheless, to reduce lighting from the project site to the maximum extent practicable, Mitigation Measure AES-4 has been prescribed requiring that outdoor lighting be designed and installed with shielding.

Glare occurs from sunlight reflected from reflective materials utilized in existing buildings along Santa Fe Ave Avenue and from vehicle windows and surfaces. Glare-sensitive receptors include motorists on the roadways surrounding the site. As glare is a temporary phenomenon that changes with the movement of the sun, receptors other than motorists are generally less sensitive to glare impacts than to light impacts.

The façade of the building would not contain highly reflective materials. Glass fenestration incorporated into the building façade would have low-reflectivity value, minimizing off-site glare. Glare experienced by nearby commercial uses or the occupants of vehicles on nearby streets would be temporary, changing with the movement of the sun throughout the course of the day and the seasons of the year. Therefore, the Project would not create a substantial new source of glare which would adversely affect day or nighttime views in the area and impacts would be less than significant.

**Mitigation Measures:**

- AES-4 Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from nearby residential uses.

## II. AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California agricultural land evaluation and site assessment model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

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

**No Impact.** The project site is currently developed with asphalt-paved area and limited areas of disturbed non-landscaped soil, and no agricultural uses or related operations are present within the site or surrounding area. The project site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. According to the 2002 Important Farmland Map, the project site is located in an area designated as “D – Urban and Built-Up Land.” Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. No impact would occur and no mitigation measures are necessary.

- b. **Conflict with the existing zoning for agricultural use, or a Williamson Act Contract?**

**No Impact.** The project site is zoned for public facility use (PF-1XL) and developed with asphalt-paved area and limited areas of disturbed non-landscaped soil. No agricultural zoning is present in the surrounding area, and no nearby lands are enrolled under the Williamson Act. As such, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract and no mitigation measures are necessary.

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

**No Impact.** Since there are no agricultural uses or related operations on or near the project site, the Project would not involve the conversion of farmland to other uses, either directly or indirectly. No impacts to agricultural land or uses would occur and no mitigation measures are necessary.

Table B-1

## Estimate of Emissions During Construction

	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub> <sup>a</sup>
<b>Demolition (2 months)</b>					
Regional (On-site + Off-Site)	5	48	36	<1	3
Localized (On-site)	4	29	32	<1	3
<b>Site Preparation (4 months)</b>					
Regional (On-site + Off-Site)	9	75	73	<1	3
Localized (On-site)	8	54	69	<1	3
<b>Building Erection/Finishing (20 months)<sup>b</sup></b>					
Regional (On-site + Off-Site)	72	75	115	<1	4
Localized (On-site)	70	74	94	<1	4
<b>Worst-case Regional Emissions Total (lbs/day)</b>					
Regional Significance Threshold (lbs/day)	75	100	550	150	150
Over/Under Threshold (lbs/day)	(3)	(25)	(435)	(150)	(146)
Exceed Regional Threshold?	No	No	No	No	No
<b>Worst-case Localized Emissions Total (lbs/day)<sup>c</sup></b>					
Localized Significance Threshold (lbs/day)	N/A	162	663	N/A	8
Over/Under Threshold (lbs/day)	N/A	(88)	(570)	N/A	(4)
Exceed Localized Threshold?	N/A	No	No	N/A	No

<sup>a</sup> PM<sub>10</sub> emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.

<sup>b</sup> Includes emissions from on-site equipment operations and on-site VOC off-gassing emissions from asphalt and architectural coatings application.

<sup>c</sup> LST Thresholds based on a 1-acre site with a 25 meter receptor distance, located within SRA No. 1

Source: PCR Services Corporation, 2006. Construction emission calculation worksheets are included in Appendix B.

hauling. As indicated therein, emissions from Project construction activities would fall below SCAQMD significance thresholds for both localized and regional emissions. Localized emissions refer to the on-site air quality, and regional emissions refer to the ambient conditions surrounding the site. Therefore, pollutant emissions associated with construction of the project would be less than significant. Notwithstanding, due to the non-attainment status of the Basin, Mitigation Measures AQ-1 through AQ-6 are prescribed to reduce short-term air quality impacts during project construction to the maximum extent feasible.

## Operation

The SCAQMD has also established separate significance thresholds to evaluate potential impacts associated with long-term project operations. Project operations would increase mobile source emissions as well as emissions generated by area sources (e.g., natural gas combustion, landscape fuel combustion, consumer products, and architectural coatings). Operation source emissions related to baseline and project conditions were computed using the URBEMIS2002 emissions inventory model. A predicted increase in overall emissions is primarily a function of an additional 2,443 net vehicular daily trips and the use of consumer products associated with the introduction of new residential uses. Model results are provided in Table B-2 on page B-12. As indicated therein, the Project would result in a net increase of criteria pollutant emissions when compared to the existing on-site uses, but would be below SCAQMD daily significance thresholds for new development. Therefore, the Project would have a less than significant impact on air quality resulting from long term operational emissions, and no mitigation measures are necessary.

The SCAQMD recommends a hot-spot evaluation of potential localized CO impacts when volume to capacity (V/C) ratios are increased by two percent or more at intersections with a level of service (LOS) of D or worse. As indicated in Section XV, Transportation/Circulation, traffic congestion would be incrementally increased under future traffic scenarios, when compared to the existing site use as Project traffic volumes would meet these criteria at the intersection of Santa Fe Avenue and Third Street. CO concentration levels were forecasted at this intersection using the CALINE4 dispersion model developed by the California Department of Transportation, using peak-hour traffic volumes and conservative meteorological assumptions. Conservative meteorological conditions include low wind speed, stable atmospheric conditions, and the wind angle producing the highest CO concentrations for each case. CO concentrations were modeled under the future (2009) No Project and with Project conditions. As shown in Table B-3 on page B-13, project-generated traffic volumes are forecasted to have a negligible effect on the projected 1-hour and 8-hour CO concentrations at this one intersection location. Since a significant impact would not occur at the intersection which operates at the highest V/C ratio, no significant impact would occur at any roadway intersection as a result of Project-generated traffic volumes. Thus, the Project would not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions would be less than significant.

### Mitigation Measures:

- AQ-1 All unpaved construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403.

Table B-2

**Estimate of Emissions During Operations  
(Pounds Per Day)**

	CO	NO <sub>x</sub>	PM <sub>10</sub>	ROC	SO <sub>x</sub>
<b>Project</b>					
Mobile	201	24	24	21	<1
Area	4	4	<1	31	<1
Stationary	2	<1	12	<1	1
<b>Total Project</b>	<b>207</b>	<b>28</b>	<b>36</b>	<b>52</b>	<b>1</b>
SCAQMD Significance Threshold	550	55	150	55	150
<b>Difference</b>	<b>(343)</b>	<b>(27)</b>	<b>(114)</b>	<b>(3)</b>	<b>(149)</b>

<sup>a</sup> Calculated based on the emissions generated from daily trips associated with previous use and the proposed Project

<sup>b</sup> Area sources include landscaping emissions, consumer products usage, architectural coatings (painting), natural gas consumption.

<sup>c</sup> Stationary sources include emissions resulting from electricity generation.

Note: Source emissions may not equal total emissions due to rounding.

Source: PCR Services Corporation, 2006.

- AQ-2 The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- AQ-3 All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- AQ-4 All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- AQ-5 All earth moving or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- AQ-6 General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.



Table B-3

## Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period <sup>a</sup>	Maximum 1-Hour 2008 Base	Maximum 1-Hour 2008 w/ Project	1-Hour Significance	Significant 1-Hour	Maximum 8-Hour 2008 Base	Maximum 8-Hour 2008 w/ Project	8-Hour Significance	Significant 8-Hour
		Concentration <sup>b</sup>	Concentration <sup>c</sup>	Threshold	Impact	Concentration <sup>e</sup>	Concentration <sup>f</sup>	Threshold	Impact
SANTA FE AVENUE AND THIRD STREET AM	A.M.	6.3	6.3	20.0	NO	5.2	5.3	9.0	NO
	P.M.	6.5	6.6	20.0	NO	5.4	5.4	9.0	NO

ppm = parts per million.

<sup>a</sup> Peak hour traffic volumes are based on the Traffic Impact Study prepared for the Project by Crain and Associates, 2006.

<sup>b</sup> SCAQMD 2009 1-hour ambient background concentration (5.3 ppm) + 2009 Base traffic CO 1-hour contribution.

<sup>c</sup> SCAQMD 2009 1-hour ambient background concentration (5.3 ppm) + 2009 w/ Project traffic CO 1-hour contribution.

<sup>d</sup> Determination based on comparison to the more restrictive State of California standards. The standards for 1-hour CO concentrations are 20 ppm and for 8-hour concentrations is 9.0 ppm.

<sup>e</sup> SCAQMD 2009 8-hour ambient background concentration (4.7 ppm) + 2009 Base traffic CO 8-hour contribution.

<sup>f</sup> SCAQMD 2009 8-hour ambient background concentration (4.7 ppm) + 2009 w/ Project traffic CO 8-hour contribution.

Source: PCR Services Corporation, 2006; emission factor and dispersion modeling output sheets are provided in Appendix B.

**c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM<sub>10</sub>) under an applicable federal or state ambient air quality standard?**

**Less than Significant Impact.** The pollutant emissions calculated for the Project and presented in Table B-2 are less than the applicable SCAQMD daily significance thresholds, which are designed to assist the region in attaining the applicable State and national ambient air quality standards. These standards apply to both primary (criteria and precursor) and secondary pollutants (ozone). Although the project site is located in a region that is in non-attainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>, the emissions associated with the Project would not be cumulatively considerable, as the emissions would fall below SCAQMD daily significance thresholds. In addition, the Project would be consistent with the AQMP (discussed earlier in Response to Checklist Question No. III.a.), which is intended to bring the Basin into attainment for all criteria pollutants. As such, cumulative impacts would be less than significant and no mitigation measures are necessary.

**d. Expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact.** Certain population groups are especially sensitive to air pollution and should be given special consideration when evaluating potential air quality impacts. These population groups include children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. As defined in the SCAQMD *CEQA Air Quality Handbook*, a sensitive receptor to air quality is defined as any of the following land use categories: (1) long-term health care facilities; (2) rehabilitation centers; (3) convalescent centers; (4) retirement homes; (5) residences; (6) schools (i.e. elementary, middle school, high schools); (7) parks and playgrounds; (8) child care centers; and (9) athletic fields.

The area surrounding the project site is primarily developed with industrial and commercial uses, as well as limited residential use. To the north, south, and west of the project site are various industrial and commercial buildings, including the Southern California Institute of Architecture (SCI-Arc) located west of the project site. Portions of some of the industrial and commercial buildings have been converted to loft-style residential units. To the east and adjacent to the project site is the Metrorail Maintenance Yard, where routine maintenance is performed on electric subway cars. As described in Response No. III.b. above, construction and operation of the project would not result in substantial localized or regional air pollution impacts. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations. In addition, construction activities would comply with SCAQMD Rule 403 regarding the control of fugitive dust and other specified dust control measures. As such, impacts to off-site sensitive receptors would be less than significant and no mitigation measures would be necessary.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit toxic air contaminants (TACs). The CARB has published and adopted the *Air Quality and Land Use Handbook: A Community Health Perspective (2005)*, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). The SCAQMD adopted similar recommendations in their *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning (2005)*. The CARB and SCAQMD guidelines recommend siting distances, or buffer zones, for development of sensitive land uses in proximity to TAC sources. These guidelines are concerned about rail yards, distribution centers, and the ports as sources of diesel particulate matter (DPM) which may cause substantial localized impacts due to the large number of diesel vehicles present simultaneously (many of which never leave the property), engine use patterns (idling or use under heavy loads), and the intensity of operations (commonly 24 hours per day).

The guidelines provided by CARB and SCAQMD recommend a 500-foot buffer zone between sensitive land uses and freeways/high traffic roads. As the proposed residential uses are located approximately 1,900 feet from the closest freeway (I-5) and beyond the 500-foot buffer recommended by CARB and the SCAQMD, the Project would be consistent with the guidelines. The guidelines also address rail yards and recommend a 1,000-foot buffer zone between sensitive land uses and major service and maintenance rail yards. Since the Metrolink Maintenance Yard does not service diesel trains, the siting guidelines are not applicable. There are active rail lines located in the vicinity, but are at least 420 feet and as much as 720 feet from the project site to the east of the Metrolink Maintenance Yard. Due to the relatively low volume of activity on these tracks, this is not considered a substantial source of potential DPM emissions, and the guidelines do not recommend specific buffers from rail lines. The Amtrak Rail Yard is located at the 800 block on Santa Fe Avenue, approximately 1.4 miles (7,400 feet) south of the project site, and Union Station is located 0.5 miles (2,640 feet) to the north. As mentioned previously, both the Amtrak Rail Yard and Union Station are located beyond the buffer zone. Therefore, the Project would be consistent with the CARB and SCAQMD guidelines pertaining to air toxics.

The CARB prepares a series of maps that show regional trends in estimated outdoor inhalable cancer risk from air toxic emissions in an ongoing effort to provide insight as to the relative risk. The estimates represent the number of potential cancer cases per million people based on a lifetime of breathing air toxics (i.e., 24 hours per day outdoors for 70 years). The Year 2001 Central Los Angeles map, which is the most recently available map to represent existing conditions, shows that the cancer risk ranges from 100 to 1,500 cases per million, while the vast majority of the area is between 250 and 1,000 cases per million.<sup>2</sup> Generally, the risk

<sup>2</sup> <http://www.arb.ca.gov/toxics/cti/hlthrisk/cncrinhl/riskmapviewfull.htm>.

from air toxics is lower near the coastline and increases inland, with higher risks concentrated near large diesel sources (e.g., freeways, airports, and ports). The vast majority of central Los Angeles, is located in an area with between 1,000 and 1,500 cases per million, which is to say that the project site's exposure is comparable to that all of central Los Angeles including areas that are heavily residential in land use.<sup>3</sup> In general, the project site is indicative of other urbanized areas located within Los Angeles.

The Project's air quality impact for on-site sensitive receptors is considered less than significant because the Project would not include any notable TAC emission sources or place sensitive residential receptors near incompatible land uses for any length of time that would reasonably be certain to trigger a health effect. Furthermore, the Project is in compliance with the City's goals included in the General Plan that balance housing, mobility, and quality of life objectives, and is consistent with CARB and SCAQMD siting guidelines. Nonetheless, Mitigation Measure AQ-7 has been prescribed to ensure that air filtration systems are installed in order to reduce the effects of diminished air quality on the occupants of the project.

**Mitigation Measures:**

AQ-7 The applicant shall install air filtration system capable of removing 99.97 percent of all airborne contaminants at 0.3 microns in order to reduce the effects of diminished air quality on the occupants of the project.

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

**No Impact.** Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Therefore, via mandatory compliance with SCAQMD Rule 1113, construction activities or materials would not create objectionable odors.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. As the Project involves no elements related to these types of uses, no impacts would occur, and no mitigation measures are necessary.

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<sup>3</sup> *The visual resolution available in the map is one kilometer by one kilometer and, thus, impacts from individual facilities for individual neighborhoods are not discernable on this map.*

#### IV. BIOLOGICAL RESOURCES

##### Would the project:

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

**No Impact.** The project site is located in a highly urbanized area and is currently developed with asphalt-paved area and limited areas of disturbed non-landscaped soil. The project site does not include suitable habitat for candidate, sensitive, or special status species. Due to the high levels of human activity and development in the project area, there is no potential for sufficient natural habitat to support candidate, sensitive, or special status species. Consequently, Project implementation would not have a substantial adverse effect on candidate, sensitive, or special status species. No impact would occur and no mitigation measures are necessary.

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

**No Impact.** The project site is located in an urbanized area and developed with asphalt-paved area and limited areas of disturbed non-landscaped soil. The project site is not located within a significant ecological area (SEA), as designated by the City of Los Angeles,<sup>4</sup> and no riparian habitat or other sensitive natural communities exist on site. Therefore, implementation of the Project would not result in a substantial adverse effect on riparian habitat or other sensitive natural community and no mitigation measures are necessary.

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

**No Impact.** The project site is located in an urbanized area and is currently developed with mostly asphalt-paved area, while less than approximately two percent of the site is disturbed non-landscaped soil. The site does not contain any federally protected wetlands as defined by

<sup>4</sup> *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, Figure BR-1B.*

Section 404 of the Clean Water Act. Therefore, Project implementation would not result in a substantial adverse effect on federally protected wetlands. No impacts would occur and no mitigation measures are necessary.

**d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**No Impact.** The project site is developed with asphalt-paved area and limited areas of disturbed non-landscaped soil in a fully urbanized area east of downtown Los Angeles. Surrounding land uses for the project site consist of industrial, commercial and public facility uses, with some of the industrial/commercial buildings converted into residential loft use. No wildlife corridors or native wildlife nursery sites are present on the site or in the vicinity. Furthermore, due to the urbanized nature of the project area, the potential for native resident or migratory wildlife species movement through the site is very low. The Project would not interfere with the movement of native resident or migratory fish or wildlife species or use of wildlife nursery site. No impacts would occur and no mitigation measures are necessary.

**e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?**

**No Impact.** The project site is developed mostly with asphalt-paved area and limited areas of disturbed non-landscaped soil. No locally protected biological resources, including street trees, exist on the project site. Furthermore, the Project would include streetscape improvements along Santa Fe Avenue that would result in an increase of street trees beyond existing conditions. Therefore, the Project would not conflict with local policies or ordinances protecting biological resources and no impacts would occur.

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

**No Impact.** As discussed above, the site is not located within a SEA. Additionally, there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan in place for the project site. Therefore, implementation of the Project would not conflict with a habitat conservation plan and no mitigation measures are necessary.

## V. CULTURAL RESOURCES

### Criteria of Significance

CEQA Section 15064.5 states that a resource shall be generally considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852), including the following:

- (A) is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- (B) Is associated with the lives of persons important in our past;
- (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- (D) Has yielded, or may be likely to yield, information important in prehistory or history.

Similarly, the National Register criteria (contained in 36 CFR 60.4) are used to evaluate resources when complying with National Historic Preservation Act (NHPA) Section 106. Specifically, National Register criteria state that eligible resources comprise:

Districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that

- (a) are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) that are associated with the lives of persons significant in our past; or
- (c) that embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or
- (d) that has yielded or may be likely to yield, information important to history or prehistory.

**Would the project:****a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?**

**Potentially Significant Impact Unless Mitigation Incorporated.** A historical resource is defined in Section 15064.5(a)(3) of the CEQA Guidelines as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for the California Register, included in a local register, or identified as significant in a historic resource survey are also considered historical resources under CEQA.

A project with an effect that may cause substantial adverse change in the significance of a resource is a project that may have a significant effect on the environment. Substantial adverse change is defined as physical demolition, relocation, or alteration of a resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.<sup>5</sup> Direct impacts are those that cause substantial adverse physical change to a historic property. Indirect impacts are those that cause substantial adverse change to the immediate surroundings of an historic property such that the significance of an historical resource would be materially impaired.

The historical resources investigations included archival records searches and literature reviews to determine: (i) if known historical resources sites have previously been recorded within the project site or within a one-half mile radius of the project site; (ii) if the project site has been systematically surveyed by historians prior to the initiation of the study; and/or (iii) whether there is other information that would indicate whether or not the project site is historically sensitive. PCR conducted an in-house records search at the South Central Coastal Information Center (CHRIS-SCCIC) housed at California State University, Fullerton. This records search included a review of all previous historical resources investigations within the project area and within a one-mile radius of the project area. In addition, the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the California Register of Historic Places (California Register), the National Register of Historic Places (National Register), the California State Historic Resources Inventory (HRI), and the Los Angeles Historic-Cultural Monument (LAHCM) register were reviewed. Historic Sanborn maps as well

<sup>5</sup> *California Code of Regulations, Title 14, Chapter 3, Article 5, Section 15064.5 (b) (1)*



as historic topographical quadrangles and assessor's records were also examined to determine whether historical resources may be present within the project area. Literature on the history of the area also was consulted in the process of determining the potential archaeological sensitivity of the project site.

A site visit was conducted by PCR to identify historic resources and assess potential impacts. Presently there are no existing historic buildings or structures located on the project site which consists mostly of asphalt paved area and limited areas of disturbed non-landscaped soil. However, portions of an early Los Angeles train station, long since demolished, appears to have been located on the project site.

The La Grande Station was a railroad passenger depot that was opened to service in 1893. The depot remained in service until 1933 when it was closed because of damage from the Long Beach earthquake and passenger service operations were moved to Union Station. Later the La Grande Station was used as a staging area for the relocation of Japanese-American Angelinos in WWII. After the war it appeared in the 1946 musical "The Harvey Girls." It was subsequently demolished. The La Grande Station is shown on Sanborn Fire Insurance Maps from 1900 and 1950, and is also depicted in historic photographs on file in the Los Angeles Public Library. It was a Moorish Revival-style brick building which featured a central dome. Access from Santa Fe Avenue was provided by a curved driveway to the front entrance portico. The building contained a waiting room, office, lunch room and kitchen. Adjacent buildings south of the depot included the Wells Fargo Company Office and baggage storage. There was a kitchen yard north of the depot, along with a small storage building for ice and coal. A garden faced Santa Fe Avenue in front of the station. A park with meandering paths was adjacent on the north, between the storage building and First Street. There were covered passenger loading platforms on the east side of the depot. The Santa Fe railroad yard ran along the bank of the Los Angeles River east of the depot. A two-story freight office and one-story freight depot were located south of the passenger depot. By 1951, the La Grande Depot had been demolished and replaced by a one-story concrete freight depot. The concrete freight depot still stands south of the First Street Bridge (also referred to as "First Street Viaduct"), immediately to the east of the project site.

GIS map overlays of the Sanborn maps over recent aerials views of the project site (refer to Appendix C in this document) show that the front entrance portico and possibly the west wall and bay windows of the La Grande Station were formerly located within the boundaries of the project site. Therefore, the project site may still contain footings of the entrance portico and foundations of the west elevation, old pavement, debris associated with station activities, gardens in front of and north of the station, and structures south of the station associated with the railroad yard. In addition, the Wells Fargo Company Office depicted on the 1950 Sanborn map was also located within the project site, as were the adjacent freight office and freight depot. Therefore, Mitigation Measure CR-1 is prescribed that requires the project site to be surveyed by a qualified

archaeologist during construction activities to ensure that historical resources, if encountered below grade, are properly conserved.

Other historic resources have been identified in the project locale. The Santa Fe Freight Depot on the west side of Santa Fe Avenue, opposite La Grande Station, was built in 1907 as a replacement for a previous freight depot that had been destroyed by fire. To reassure the public of the depot's safety, the new depot was built of fireproof reinforced concrete construction. Designed by Harrison Albright, it was Southern California's first reinforced concrete structure.<sup>6</sup> The Southern California Institute of Architecture (SCI-Arc), founded in 1972, currently occupies the building. The Santa Fe Freight Depot (SCI-Arc) was listed in the National Register of Historic Places in January 2006.

The First Street Bridge adjacent to the project site on the north, and the Fourth Street Bridge (also referred to as the "Fourth Street Viaduct") to the south are both important examples of reinforced-concrete engineering design in Los Angeles. They have been determined eligible for listing in the National Register of Historic Places. The First Street Bridge over the Los Angeles River was built in 1929. It was recorded in 1986 as a part of the statewide historic bridge inventory. According to the bridge inventory, the reinforced-concrete open-spandrel bridge is one of twelve significant bridges that cross the Los Angeles River. Nine, including this structure and the Fourth Street Bridge, are viaducts. The First Street Viaduct is a Neoclassical Revival style bridge with distinguishing contributing features that include large triumphal arches above the river piers behind which are projecting balconies with benches. The railings are simple arcades. The Neoclassical detail extends to the entablature pattern on the fascia girders and to the bracketing for the sidewalk. Designed by Merrill Butler and built by the Mitty Bros. Construction Company, it is considered a major example by a significant designer.<sup>7</sup>

The Fourth Street Bridge was built in 1931 and was also designed by Merrill Butler. According to the 1986 bridge inventory, it is a reinforced-concrete open-spandrel Gothic Revival style bridge which is distinctive among the group of twelve significant bridges over the Los Angeles River in two respects: first, it utilizes an unusual "fixed hinge" design for the arched river spans; second, its architectural treatment involves an integrated use of Gothic Revival detail, from lancet arch openings in the pylons to trefoil patters in the railings. It is also considered significant as a major example by a significant designer.<sup>8</sup>

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<sup>6</sup> *Southern California Institute of Architecture*: <http://www.sciarc.edu/v5/about/freightyard.php>

<sup>7</sup> *Arch Bridge Rating Sheet, Bridge #53C-1166, California Statewide Historic Bridge Inventory, 1986. Fax copy of the bridge inventory form provided by Caltrans, Division of Environmental Analysis, Sacramento, CA.*

<sup>8</sup> *Ibid., Arch Bridge Rating Sheet, Bridge #53C-44.*

A total of thirteen known historic resources have been recorded within a one-mile radius of the project site: 19-002929 Pelanconi House; 19-174978 Craig Company Wholesale Grocery; 19-174979 Greybar Electric Company Warehouse; 19-186112 Union Pacific Railroad/Southern Pacific Railroad; 19-186887 Tinker Toy (Portable) Parking Structure; US-05001498/LAHCM 795 Santa Fe Freight Depot; US-86001479/LAHCM 2309 Little Tokyo Historic District; LAHCM 101 Union Station Passenger Terminal and Ground; LAHCM 312 Japanese Union Church of Los Angeles; LAHCM 313 Homba Hongwanji Buddhist Temple; LAHCM 615 San Pedro Firm Building; the First Street Bridge (Bridge 53C-1166); and the Fourth Street Bridge (Bridge 53C-44). A summary of the records search results is provided in Table 1 in Appendix C of this document. The project locale also includes warehouses and light industrial buildings in the immediate surroundings, which are over 50 years in age, along Santa Fe Avenue, Second Street and Third Street.

Historical resources within view of the project site are described below.

- The Santa Fe Freight Depot (SCI-Arc), listed in the National Register of Historic Places and the California Register of Historical Resources in January 2006, is located directly across Santa Fe Avenue west of the project site. The building is oriented facing west, away from the project site. However, views from the rear (east) elevation of the building and also from the parking area along the east elevation currently overlook the project site. These views also include the First Street Bridge and warehouses to the north, and Fourth Street Bridge to the south.
- The First Street Bridge (First Street Viaduct), determined eligible for listing in the National Register,<sup>9</sup> is located adjacent to the project site on the north. Direct views from the bridge currently overlook the project site. These views also include the Santa Fe Depot (SCI-Arc), the Fourth Street Bridge, and the warehouses and industrial buildings in the immediate vicinity.
- The Fourth Street Bridge (Fourth Street Viaduct), also determined eligible for listing in the National Register,<sup>10</sup> runs along the south side of the MTA Building and over Santa Fe Avenue, terminating south of the Santa Fe Freight Depot (SCI-Arc). Partial views overlook the project site.
- The Santa Fe Avenue corridor west of the project site is developed with large warehouses and commercial/industrial buildings most of which date from the early to mid-twentieth century and may be potential historical resources either individually or

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<sup>9</sup> *Ibid.*

<sup>10</sup> *Ibid.*

as an industrial district. During the latter part of the 20<sup>th</sup> Century this area suffered from neglect and urban blight. Recently designated by the City as the Arts District, this area is currently being rehabilitated for commercial and residential uses. The buildings along the Santa Fe Avenue corridor and on the intersecting streets including Second and Third Streets currently have views of the project site. Two of these buildings, the Craig Company Wholesale Grocery at 201 S. Santa Fe Avenue, and the Greybar Electric Company Warehouse at 215 S. Santa Fe Avenue, have been determined eligible for the National Register and are listed in the California Register.

The north end of the proposed Building A would be adjacent to and approximately three stories higher than the First Street Bridge. The first three levels of the proposed Building A, which would be located adjacent to the First Street Bridge, would be a parking garage. The north elevation of the parking garage would be situated approximately 33 feet south of the First Street Bridge, and approximately one-story or approximately ten feet taller than the bridge deck. The fourth to sixth floors would be residential in use and would be cantilevered out to the north over the parking garage. The fourth floor of the north elevation would be approximately ten feet above the bridge deck. The north wall of the fourth to sixth stories would be approximately three feet south of the First Street Bridge at the closest point (northeast corner), and would be about 40 feet taller in height than the bridge deck. As part of the Project, a pedestrian access bridge/ramp is to be built from the top of the existing stair landing immediately adjacent to the southern face of the 1<sup>st</sup> Street Bridge to the proposed building. The pedestrian access bridge/ramp is to be constructed at the same time as the balance of the Project. The construction of the new building and the access ramp would not cause a significant adverse change or physically remove, damage or alter primary character defining features of the First Street Bridge that contribute to its eligibility for listing in the National Register of Historic Places. The existing character and integrity of the primary views to and from the First Street Bridge as well as the relationship of the bridge to the surrounding historic setting would still be intact. Therefore, the Project would not result in an adverse direct or indirect impact to the First Street Bridge.

The Project would be larger in size and taller in height than many of the buildings and structures in the area immediately surrounding the project site, which is presently in transition as the revival of the greater Downtown area continues. However, the character of the Artists-in-Residence District, an area identified in the Central City North Community Plan, is a mixed urban industrial environment containing a wide array of large warehouses and industrial buildings with heights up to approximately ten stories tall, in addition to long-standing neglected vacant lots and abandoned structures. Existing buildings along Santa Fe Avenue between the First Street Bridge and Fourth Street Bridge range in height from approximately two stories to approximately six stories tall. The MTA Building, immediately south of the project site, is approximately fifty feet tall and would be compatible in size and height with the Project. The one-story warehouse east of the project site adjacent to the First Street Bridge is a long,

rectangular building nearly half the length of the project site. Likewise, the Santa Fe Freight Depot (SCI-Arc) across the street encompasses of the entirety of the western side of Santa Fe Avenue between Third and Fourth Streets. The Project would be compatible with the size and height of the surrounding built environment because it would not adversely change the existing relationship between the historical buildings and the setting. The character of the setting, roads and streets, and important views and visual relationships would be retained. The construction of the Project would not detract from the eligibility of known or potential historical resources situated within the surrounding built environment. Thus, the Project would not result in a potential adverse indirect impact to the setting of known and potential historical resources surrounding the project site.

The following mitigation measure is prescribed to ensure that direct impacts to unknown historical resources as a result of Project development are reduced to a less than significant level.

**Mitigation Measures:**

CR-1 After the removal of the existing on site asphalt pavement, a qualified archaeologist shall be retained by the Applicant and approved by the City of Los Angeles to perform a site inspection of the ground surface immediately beneath the pavement as well as the unpaved areas of the project site. This inspection shall take place immediately following the removal of the pavement prior to further excavation or earth moving. The inspection shall include a survey of exposed ground surfaces, and may include sample screening of sediment disturbed by the parking lot removal and limited sub-surface testing if deemed appropriate by the qualified archaeologist. If historic or archaeological resources are identified, the archaeologist shall have the authority to halt ground-disturbing activities in the vicinity of the find so that the find can be assessed. An archaeological historian shall then prepare a report summarizing the results of the investigation including documentation and significance assessment of those cultural resources encountered. The results shall also include recommendations with respect to additional archaeological testing, data recovery, and monitoring during construction, as appropriate.

**b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?**

**Potentially Significant Impact Unless Mitigation Incorporated.** An archaeological resource is defined in Section 15064.5(c) of the CEQA Guidelines as a site, area or place determined to be historically significant as defined in Section 15064.5 (a) of the CEQA Guidelines (see above definition of historical resource), or as a unique archaeological resource defined in Section 21083.2 of the Public Resources Code as an artifact, object, or site that contains information needed to answer important scientific research questions of public interest, or that has a special and particular quality such as being the oldest or best example of its type, or

that is directly associated with a scientifically recognized important prehistoric or historic event or person.

The investigation of archaeological resources included an archival records search similar to that conducted for historical resources. In addition, the archaeological investigation commissioned a Sacred Lands Search through the Native American Heritage Commission (NAHC) in Sacramento.<sup>11</sup> Furthermore, literature on the prehistory, history and ethnography of the area also was consulted in the process of determining the archaeological sensitivity of the project site.

The results of the cultural resources records search through the CHRIS-SCCIC revealed that there have been two previous archaeological investigations and one archival study that included all or a portion of the project area. Each of the archaeological investigations identified a buried historical-period archaeological deposit within or immediately adjacent to the project area. Both archaeological investigations were conducted in 1998 by Greenwood and Associates. One was a monitoring program associated with transportation- and utility-related work along South Santa Fe Avenue,<sup>12</sup> the other an investigation at the Maintenance of Way Facility on South Santa Fe Avenue.<sup>13</sup> The monitoring program identified site 19-002610,<sup>14</sup> a section of granite cobblestone street pavement underneath the modern asphalt roadway. Trenching exposed streetcar track rails and ties near the centerline of Santa Fe Avenue and cobblestone pavement extending east into the current project area. Due to the limitations of the trenching, the full extent of the pavement, rails, and ties was not established. Municipal documents reviewed by Owen in 1997<sup>15</sup> indicate that the block of Santa Fe Avenue between Third and Fourth Streets was paved with granite by 1907.

Investigations at the MTA maintenance facility identified a buried historic trash deposit, 19-002563,<sup>16</sup> dating to between 1860 and 1892. The deposit was found beneath the surface of the

<sup>11</sup> *Native American Heritage Commission, September 2006.*

<sup>12</sup> *Greenwood, Roberta 1998 Transportation-Related Resources on South Santa Fe Avenue, Los Angeles. Document on file at the California Historical Resources Information System South Central Coastal Information Center, California State University, Fullerton.*

<sup>13</sup> *Foster, John and Roberta Greenwood 1998 Archaeological Investigations at Maintenance of Way Facility, South Santa Fe Avenue (CA-LAN-2563H). Document on file at the California Historical Resources Information System South Central Coastal Information Center, California State University, Fullerton.*

<sup>14</sup> *Owen, Shelley M. 1997 Site Record for 19-002610. Document on file at the California Historical Resources Information System South Central Coastal Information Center, California State University, Fullerton.*

<sup>15</sup> *Ibid.*

<sup>16</sup> *Foster, John M. and Robin D. Turner 1997 Site Record for 19-002563. Document on file at the California Historical Resources Information System South Central Coastal Information Center, California State University, Fullerton.*

existing maintenance yard approximately 200 feet east of the current project boundary. The La Grande Railroad Station was built in 1893. The deposit is reported as being more than a meter deep and stratified, with evidence of at least three deposition events. Trash within the deposit included glass bottles, earthenware and porcelain ceramic fragments, clay smoking pipe fragments, fired bricks, metal cans and other metal debris, horseshoes, railroad spikes, animal bone with evidence of butchering, and shell. The archival study was conducted in 1992 by Peak and Associates.<sup>17</sup> The exact extent could not be determined from the map at the CHRIS-SCCIC, though it may have covered a portion of the project site or an immediately adjacent area. This study did not identify any cultural resources.

An additional 32 surveys or cultural resource investigations have been conducted within a half mile of the project area. These surveys are listed in Table 2 in Appendix C of this document. Ten archaeological sites and one burial have been identified within a half-mile radius of the project site: 19-000887, 19-186110, 19-186112, 19-001575, 19-003169 (two loci), 19-003353, 19-003338, 19-003339, 19-003340, and 19-003352. One of these resources, 19-000887, has been nominated to the National Register and one, 19-186110, has been recommended as eligible to the National Register. The other seven resources have not been evaluated.

- Resource 19-00887 is an extensive deposit of features and artifacts dating from the Spanish period (18<sup>th</sup> century) through to the 1950s. The site is currently part of the El Pueblo de Los Angeles State Park.<sup>18</sup>
- Resource 19-186110<sup>19</sup> is a resource associated with the Union Pacific Railroad, known historically as the Southern Pacific Railroad. This resource is recommended eligible for the National Register.
- Resource 19-186112<sup>20</sup> is adjacent to the project site and is also part of the Union Pacific Railroad line (Southern Pacific Railroad), and is recommended eligible for the National Register.

<sup>17</sup> Anonymous, 1992 *An Archival Study of a Segment of the Proposed Pacific Pipeline, City of Los Angeles, California*. Prepared by Peak & Associates, Inc. Document on file at the California Historical Resources Information System South Central Coastal Information Center, California State University, Fullerton.

<sup>18</sup> Costello, J.G., 1978 *Site Record for 19-000887*. Document on file at the California Historical Resources Information System South Central Coastal Information Center, California State University, Fullerton.

<sup>19</sup> S. Ashkar, 1999 *Site Record for 19-186110*. Document on file at the California Historical Resources Information System South Central Coastal Information Center, California State University, Fullerton.

<sup>20</sup> S. Ashkar, 1999 *Site Record for 19-186112*. Document on file at the California Historical Resources Information System South Central Coastal Information Center, California State University, Fullerton.

- Resource 19-001575<sup>21</sup> (CA-LAN-1575/H) is an extensive group of deposits and structural remains deriving primarily from 1860s-1930s Chinatown. The site also includes a Native American cemetery, which contains both inhumations and cremations.
- Resource 19-003169<sup>22</sup> consists of two segments of abandoned railroad siding from the Atchison, Topeka and Santa Fe Railway.
- Resource 19-003352<sup>23</sup> is a trash deposit, concrete foundation, and concrete pipe dating to the Turn of the Century identified approximately 45 to 85 cm below the modern ground surface. The concrete pipe appears to be part of Zanja No. 6-1, part of the earliest water system in Los Angeles.

The remaining four sites are historical-period trash deposits. Resource 19-003338 is a charcoal lens with historical-period trash dating from the Early American Period to the Turn of the Century identified between 12 cm and 1.5 m below the modern ground surface. Items included glass, nails, wood, mammal bone and a porcelain doll leg.<sup>24</sup>

Resource 19-003339 is an Early American to Turn of the Century trash deposit including historic brick fragments, mammal bones, stoneware and glass bottles, and oyster shell fragments identified 50 cm to 1 m below the modern ground surface.<sup>25</sup>

Resource 19-003340<sup>26</sup> is a historical-period trash deposit likely also dating to the Early American to Turn of the Century. Deposit items include chamber pots, bones, oyster shells, ceramics, brick fragments, nails and wood. The deposit was recorded as being 40-50 cm below the modern ground surface, but with a note that it likely extends outside of the excavations in which it was identified.

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<sup>21</sup> Foster, John, 1989 Site Record for CA-LAN-1575. Document on file at the California Historical Resources Information System South Central Coastal Information Center, California State University, Fullerton.

<sup>22</sup> Robinson, M., 2003 Site Record for 19-003169. Document on file at the California Historical Resources Information System South Central Coastal Information Center, California State University, Fullerton.

<sup>23</sup> Foster, John, 2005 Site Record for 19-003352. Document on file at the California Historical Resources Information System South Central Coastal Information Center, California State University, Fullerton.

<sup>24</sup> Humphries, Frank, 2000 Site Record for 19-003338. Document on file at the California Historical Resources Information System South Central Coastal Information Center, California State University, Fullerton.

<sup>25</sup> Humphries, Frank, 2000 Site Record for 19-003339. Document on file at the California Historical Resources Information System South Central Coastal Information Center, California State University, Fullerton.

<sup>26</sup> Humphries, Frank, 2000 Site Record for 19-003340. Document on file at the California Historical Resources Information System South Central Coastal Information Center, California State University, Fullerton.



Resource 19-003353<sup>27</sup> is a dense surface trash deposit dated to the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, consisting primarily of ceramic shards and glass bottle fragments dating to around 1880. The deposit extends to approximately 25 cm below the modern ground surface.

Resource 19-120015<sup>28</sup> is an isolated human burial (skull) found during trenching work near Temple and Hill Streets approximately 11 feet below the current ground surface. Stratigraphy in the area of the burial indicated that it was covered by approximately two feet of older deposits and nine feet of relatively recent fill. No artifacts were found with the burial that could be used to determine age.

An additional fourteen archaeological sites have been identified within a half-mile and mile radius around the project site. These sites are listed in Table 1 in Appendix C of this document. These resources include one historical-period cemetery/garden/house complex (19-001112, CA-LAN-1112H), one brick foundation (19-002741, CA-LAN-2741H), one brick wall (19-100446), one historical-period habitation surface and privies (19-003097), one granite block pavement (19-003347), eight historical-period trash dumps, scatters, or privies (19-002828, 19-002959, 19-003181, 19-003337, 19-100461, 19-1000515, 19-100542, 19-120014), and one prehistoric/historical-period trash scatter (19-120013). None of these resources have been evaluated with respect to eligibility for the National or California Registers.

These results of the CHRIS-SCCIC record search show that the project area is sensitive with respect to archaeological deposits. Finds in the project vicinity demonstrate that a variety of historical-period structural, infrastructural (railroads and pavements) and artifact concentrations dating from late 1700s to the mid-twentieth century are preserved below the modern developments in this portion of Los Angeles. These remains range in depth from surface deposits to as deep as 1.5 m (approximately five feet) below the modern ground surface. As discussed in Response V.a, above, the project site is known to have been part of the La Grande railroad station complex, which was in operation from 1893 to 1933. Therefore the project site may still contain footings of the entrance portico and foundations of the west elevation, old pavement, debris associated with station activities, garden remnants in front of and north of the station, and structures south of the station associated with the railroad yard.

Resource 19-002563, found approximately 200 feet east of the project site, contains items from activities pre-dating the La Grande station and such deposits may also remain within the

<sup>27</sup> Foster, John, 2005. *Site Record for 19-003353*. Document on file at the California Historical Resources Information System South Central Coastal Information Center, California State University, Fullerton.

<sup>28</sup> CHRIS-SCCIC Staff, Institute of Archaeology, University of California, Los Angeles, 1996 *Site Record for 19-120015*. Document on file at the California Historical Resources Information System South Central Coastal Information Center, California State University, Fullerton.

project area. The depth of the human remains 19-120015 approximately 11 feet below the modern grade within half a mile of the project area indicates that prehistoric deposits also may be present at greater depths. The project area location near the Los Angeles River suggests additional sensitivity with respect to prehistoric deposits, as the river would have served as a focus and route in the mobile life ways of prehistoric peoples in the area, and periodic river flooding episodes would have been particularly conducive to covering activity areas and creating archaeological sites.

The majority of the project site is currently paved and so a pedestrian survey by a qualified archaeologist prior to removal of the paved surface is not warranted. Given the archaeological sensitivity of the project area indicated by the record search and research results, it is possible that ground-disturbing activities within the project site will discover archaeological deposits. Therefore, the following mitigation measure is prescribed to ensure that potential adverse impacts to archaeological resources are reduced to a less than significant level.

**Mitigation Measure:**

Please refer to Mitigation Measure CR-1 on page B-25.

**c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Potentially Significant Impact Unless Mitigation Incorporated.** The paleontological resources investigations included archival records searches and literature reviews to determine: (i) if known paleontological localities have previously been recorded within the project site or within a one-mile radius of the project site; and (ii) whether there is other information that would indicate whether or not the project site is paleontologically sensitive. PCR commissioned a paleontological records search through the Natural History Museum of Los Angeles County.<sup>29</sup>

Results of the paleontological records search indicate that there are no known fossil localities inside or within a one-mile radius of the project site. The closest vertebrate fossil locality is located slightly more than one mile northwest of the project site and it consists of fossil fish skeletons in blocks of marine shale recovered from the excavation for a Metrorail station. The project site is underlain by Quaternary alluvium. At an unknown depth below the surface, the Quaternary alluvium is underlain by Miocene marine sediments. The Quaternary alluvium is unlikely to produce significant vertebrate fossils, but the Miocene marine sediments, should they be encountered, could produce significant vertebrate fossils. The following

<sup>29</sup> *Natural History Museum of Los Angeles County, Letter from Sam McLeod, Ph.D., September 22, 2006.*

mitigation measure is prescribed to ensure that potential adverse impacts to paleontological resources are reduced to a less than significant level.

**Mitigation Measures:**

CR-2 Prior to grading and excavation of the project site, a geologist shall determine if excavation of the subterranean parking garage or building footings would encounter Miocene marine sediments. If Miocene marine deposits will not be encountered, no further action is necessary. However, if Miocene marine sediments could be encountered during excavation activities, then a paleontologist shall be retained by the Applicant. The paleontologist shall prepare and execute a monitoring program for recovery of paleontological resources from the Miocene marine sediments. If fossils are encountered at depths less than the anticipated depth of the Miocene marine sediments, the paleontologist shall be notified immediately and shall assess the significance of those fossils and make recommendations for recovery of those and other potential fossils in the shallower horizons. If fossils are found during the monitoring program, the paleontologist shall prepare a report summarizing the results of the monitoring program including methods of fossil recovery and curation, and a description of the fossils collected and their significance. A copy of the report shall be provided to the Applicant and to the City of Los Angeles. The fossils and a copy of the report shall be deposited in an accredited curation facility.

**d. Disturb any human remains, including those interred outside of formal cemeteries?**

**Potentially Significant Impact Unless Mitigation Incorporated.** Results of the cultural resource records search through the CHRIS-SCCIC indicated that one human burial (P19-120015) has been located within a one mile radius of the project site. The burial consisted of a human skull which was discovered 11 feet below the ground surface during a trenching project at the corner of Temple and Hill Streets in 1957. No artifacts were found in association with the burial. PCR commissioned a Sacred Lands Search through the NAHC on September 20, 2006. The search results indicated that there are no known Native American burials or sensitive cultural resources in the project vicinity. The NAHC noted, however, that an absence of recorded burials or resources in a search area does not remove the possibility of undiscovered burials or resources that area. Therefore, the following mitigation measure is prescribed to reduce the impact of the Project on undiscovered human remains to a less than significant effect:

**Mitigation Measures:**

CR-3 If human remains are unearthed, construction activity shall be halted and the County Coroner shall be contacted immediately. State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the

County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who shall then assist in determining what course of action should be taken in dealing with the remains, as appropriate.

## VI. GEOLOGY AND SOILS

### Would the project:

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

**Less Than Significant Impact.** The project site is located in the seismically active Southern California region, which is characterized by major faults and fault zones. According to the California Geologic Survey (CGS), faults are classified as active, potentially active, or inactive. As outlined in the Alquist-Priolo Earthquake Fault Zoning Map Act, the State of California defines active faults as faults that have historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch).<sup>30</sup> Potentially active faults are faults that have shown evidence of the most recent surface displacement within the last 1.6 million years (during the Quaternary-age). Faults with no evidence of movement within the last 1.6 million years are considered inactive. Active faults may be designated as Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act, which includes standards regulating development adjacent to active faults.

In addition, the City of Los Angeles designates Fault Rupture Study Zones on each side of potentially active and active faults to establish hazard potential.<sup>31</sup> The Seismic Safety Plan

<sup>30</sup> *California Department of Conservation, Division of Mines and Geology. Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch), but do not displace Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present.*

<sup>31</sup> *City of Los Angeles General Plan Safety Element, Exhibit A, adopted by the City Council, November 26, 1996.*

Element requires “comprehensive geologic-seismic design-foundation engineering investigations” to be submitted for any of the following uses in Fault Rupture Study Zone areas: schools, churches, theaters, large hotels, and other high-rise buildings housing large numbers of people, other places normally attracting large concentrations of people, civic buildings, secondary utility structures, extremely large commercial enterprises, most roads, alternative or non-critical bridges and overpasses.

No known active or potentially active faults underlie the project site, nor is it located within an Alquist-Priolo Earthquake Fault Zone or a Fault Rupture Study Zone Area. As such, the potential for surface ground rupture at the project site is considered low.

The Project would comply with the California Department of Conservation, Division of Mines and Geology (CDMG) *Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California* (1997), which provides guidance for evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC). With adherence to applicable regulatory requirements, implementation of the Project would not expose people or structures to substantial adverse effects associated with fault rupture. Impacts would be less than significant and no mitigation measures are necessary.

## ii. Strong seismic ground shaking?

**Less Than Significant Impact.** Although the project site is not located on any active faults, there are faults in the region capable of seismic activity. In addition, the area may contain blind thrusts faults, such as those that caused the 1987 Whittier Narrows earthquake and the 1994 Northridge earthquake. Faults within an approximate ten-mile radius of the project site that could result in seismic groundshaking include the Upper Elysian Park Blind Thrust Fault, the Puente Hills Blind Thrust Fault, the Hollywood Fault, the Raymond Fault and the Newport-Inglewood Fault. Consequently, the potential for the project site to be subject to periodic seismic ground shaking, including events of considerable magnitude, exists. Nonetheless, the Project would be designed and constructed in accordance with State and local building and safety codes, as described in Response IV.a.i, to reduce the potential for exposure of people or structures to seismic risks to the extent possible. Thus, potential impacts associated with seismic ground shaking would be minimized to less than significant levels. Nonetheless, Mitigation Measures GEO-1 has been prescribed to ensure that the Project would conform to the UBC seismic standards as approved by the Department of Building and Safety.

**Mitigation Measures:**

- GEO-1 The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

**iii. Seismic-related ground failure, including liquefaction?**

**Less Than Significant Impact.** Liquefaction is a phenomenon where loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Factors that contribute to the potential for liquefaction include a low relative density of granular materials, a shallow groundwater table, and a long duration and high acceleration of seismic shaking. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials.

According to the Phase I Environmental Site Assessment prepared by Citadel Environmental Services Inc. in August 2005, the soils beneath the project site belong to the Ramona-Placentia association.<sup>32</sup> This association occurs only in the Los Angeles basin, and, in general, contains 80 percent Ramona soil, 15 percent Placentia soil, and 5 percent Hanford soil. The Ramona soils are typically in excess of 60 inches thick, well drained, with slow subsoil permeability. The Placentia soils are moderately well-drained, with very low soil permeability, and are over 18 inches deep. This subsoil extends approximately 30 inches down and is underlain by brown loam. Some areas contain gravelly deposits with minor iron-cemented hardpan. Groundwater is present at approximately 20 to 50 feet below ground surface (bgs).<sup>33</sup> In consideration of the soil density conditions and the depth to groundwater, the potential for liquefaction is considered low. In addition, the Liquefaction Zones map, prepared by the GIS Mapping Division, Bureau of Engineering, Department of Public Works, City of Los Angeles, illustrates that the project site is not within an area of historic or potential occurrence of liquefaction.<sup>34</sup>

Furthermore, the Project would be designed and constructed in accordance with the standards and requirements of the UBC. Thus, potential effects related to seismic related ground failure, including liquefaction hazards, would be less than significant. Nonetheless, Mitigation Measure GEO-2 is prescribed that requires the Applicant to submit a geotechnical report for the

<sup>32</sup> *Project Number 5021.007 - Phase I Environmental Site Assessment*, prepared by Citadel, August 26, 2005.

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

<sup>34</sup> *City of Los Angeles, Bureau of Engineering, Department of Public Works, Navigate LA website: <http://navigatela.lacity.org/common/mapgallery/index.htm>. Liquefaction Map. September 2006.*

project to the City of Los Angeles Department of Building and Safety that includes site-specific design considerations.

#### **Mitigation Measures:**

**GEO-2** Prior to issuance of the building permit for this Project, the Applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the City of Los Angeles Department of Building and Safety.

#### **iv. Landslides?**

**No Impact.** Landslides have not been recorded in the project vicinity and are not anticipated based on the area's flat terrain. Further, the project site is not located within an area of historically earthquake-induced landslides identified on the Earthquake-Induced Landslides Zones map prepared by the GIS Mapping Division, Bureau of Engineering, Department of Public Works, City of Los Angeles.<sup>35</sup> As such, development of the Project would not expose people or structures to landslides, and no mitigation measures are necessary.

#### **b. Result in substantial soil erosion or the loss of topsoil?**

**Potentially Significant Impact Unless Mitigation Incorporated.** The project site is currently developed with asphalt-paved area and limited areas of disturbed non-landscaped soil. Construction activities associated with the Project have the potential to result in minor soil erosion during excavation, grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. However, Project construction would comply with the requirements of the Municipal National Pollutant Discharge Elimination System (NPDES) Construction Permit and would implement City grading permit regulations that include compliance with erosion control measures, including grading and dust control measures.

Specifically, construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion. In addition, the Project would be required to have an erosion control plan approved by the City of Los Angeles Department of Building and Safety, as well as a Storm Water Pollution Prevention Plan (SWPPP). As part of these requirements, Best Management Practices (BMPs) would be implemented during construction to reduce soil erosion to the

<sup>35</sup> *City of Los Angeles, Bureau of Engineering, Department of Public Works, Navigate LA website: <http://navigate.lacity.org/common/mapgallery/index.htm>. Earthquake-Induced Landslides Zones Map. September 2006.*

maximum extent possible. These BMPs would be designed based on the City of Los Angeles Development Best Management Practices Handbook Part A prepared by the Department of Public Works, Bureau of Sanitation. Section VIII, *Hydrology and Water Quality*, prescribes mitigation regarding erosion control during short-term construction activities (refer to Mitigation Measure HWQ-1 on page B-49). Additionally, Section III, *Air Quality*, prescribes mitigation measures relating to dust control that would minimize potential soil erosion impacts during the construction process (refer to Mitigation Measures AQ-1 to AQ-6). Compliance with the City's applicable building regulations regarding erosion control measures and implementation of the Mitigation Measures HWQ-1 and AQ-1 to AQ-6 would ensure that project impacts related to soil erosion during the construction phase would be less than significant.

During operation of the Project, the potential for soil erosion to occur within the areas of the project site to be developed is very limited due to the generally level topography, the presence of on and off site drainage facilities, and the limited amount of pervious surfaces. In addition, the Project would not result in a substantial change in the amount of pervious areas on site. Rather, the existing asphalt would be replaced with new construction, and limited non-paved areas would include landscaping to prevent soil erosion and loss of topsoil. Furthermore, Standard Urban Stormwater Mitigation Plan (SUSMP) provisions would be implemented throughout the operational life of the Project that would assist in reducing on site erosion. A SUSMP is a working plan that is systematically reviewed and revised to ensure that BMPs are functioning properly and are effective at treating runoff from the site for the life of the Project. Section VIII, *Hydrology and Water Quality*, prescribes mitigation that requires that a SUSMP be prepared that includes measures to minimize potential erosion impacts during long-term Project operation (refer to Mitigation Measure HWQ-2 on page B-50).

With implementation of the applicable erosion control mitigation measures stated in Section III and VIII, and conformance with the City Building Code, including implementation of an erosion control plan, potentially significant impacts regarding wind or waterborne erosion during construction and operation of the Project would be reduced to a less than significant level.

#### **Mitigation Measures:**

Refer to Mitigation Measures HWQ-1 on page B-49, HWQ-2 on page B-50, and AQ-1 to AQ-6 on pages B-11 through B-12.



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

**Less Than Significant Impact.** Subsurface investigations indicate the project site is underlain by the Ramona-Placentia formation. Ramona soils are typically in excess of 60 inches thick, well drained, with slow subsoil permeability. The Placentia soils are moderately well-drained, with very low soil permeability, and they are over 18 inches deep. This subsoil extends about 30 inches down and is underlain by brown loam. Some areas contain gravelly deposits with minor iron-cemented hardpan. Groundwater is present at approximately 20 to 50 feet bgs.<sup>36</sup>

The site and adjacent properties are generally flat and have been previously developed. The site has not been identified as having the potential for soil liquefaction or landslides. Potential geologic impacts associated with landslides and liquefaction are discussed in Response Nos. VI.a.(iii) and (iv), above. Liquefied soils that are adjacent to slopes or “free-faces” (i.e., steep slopes or embankments) may be subject to flow failure. Since the project site does not contain free-faces or slopes, the potential for lateral spreading to occur is low.

Subsidence is a localized mass movement that involves the gradual downward settling or sinking of the ground, resulting from the extraction of mineral resources, subsurface oil, groundwater, or other subsurface liquids, such as natural gas. The Project does not include the extraction of oil or groundwater from aquifers under the project site. As such, the potential for subsidence to occur on site is low.

Based on the information cited above, the site is considered stable from a geological perspective. The Project would comply with all applicable State and City building and safety guidelines, restrictions, and permit requirements. Thus, impacts would be less than significant in this regard. Nonetheless, to minimize the risk of exposure people or structures to seismic-related ground failure hazards, Mitigation Measures GEO-1 and GEO-2 have been prescribed that require the Project to be built to UBS standards and require the applicant to submit a geotechnical report for the Project to the Department of Building and Safety that includes site-specific design considerations to minimize the risk of secondary seismic hazards.

**Mitigation Measures:**

Refer to Mitigation Measures GEO-1 and GEO-2 on pages B-34 and B-35, respectively.

<sup>36</sup> *Phase I Environmental Site Assessment, prepared by Citadel, August 26, 2005.*

**d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

**Less Than Significant Impact.** Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. As discussed above, the project site is underlain by the Ramona-Placentia association. The Los Angeles County Report and General Soil Map, prepared by the United States Department of Agriculture in December 1969, indicate that the Ramona-Placentia association has a high potential for shrink-swell behavior. Soils with expansive characteristics that could create risks to life or property would be removed and/or replaced as part of standard construction practices pursuant to the City of Los Angeles and/or UBC building requirements. Therefore, Project implementation would result in less than significant impacts associated with expansive soils, and substantial risks to life or property would not occur. No mitigation measures are necessary.

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

**No Impact.** The project site is located in an urbanized area served by an existing sewer infrastructure. The Project would not involve the use of septic tanks or alternative wastewater disposal systems. No impact would occur and no mitigation measures are necessary.

## **VII. HAZARDS AND HAZARDOUS MATERIALS**

**Would the project:**

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

**Potentially Significant Impact Unless Mitigation Incorporated.** The following analysis of hazards and hazardous materials is based on the *Phase I Environmental Site Assessment (ESA)-Project Number 5021.007*, prepared by Citadel on August 26, 2005. Appendix D in this document includes the Phase I ESA prepared for the project site. The Phase I ESA was prepared in accordance with the “Standard Practice for Environmental Site Assessment Process,” issued by the American Society for Testing and Materials (ASTM Standard E1527-00). The Phase I ESA was conducted to evaluate the presence of known or suspected hazardous materials or wastes on the project site, which may have the potential to adversely impact the site’s environmental integrity.

Based on review of historical aerial photographs, Sanborn fire insurance maps, city directories, and building permits, the site was developed pre-1884 through 1994 with a variety of retail and commercial buildings, railroad freight and office buildings, and associated railroad tracks for railcars. The site has remained in its current condition since approximately 1994. Please refer to Section V, Cultural Resources, for a discussion of previous on site buildings and uses.

Site reconnaissance revealed that the project site does not include reportable quantities of hazardous substances or materials pursuant to 40 CFR (Code of Federal Regulations) 116 and 40 CFR 300, which regulate hazardous materials usage.

No aboveground storage tanks (ASTs) or underground storage tanks (USTs) are reported by the regulatory agencies to be currently permitted on the project site, and no surficial evidence suggests that ASTs or USTs are on site. However, according to the Environmental Database Resource, Inc. (EDR) report, the So. Cal. Rapid Transit District/Santa Fe Terminal Services, located at 300 South Santa Fe Avenue (within the MTA site to the east/south of the project site), has four USTs that are currently in an inactive status. The USTs include one 6,000-gallon and one 400-gallon waste oil tanks and two 10,000-gallon diesel tanks. According to the MTA and a visual assessment of the area, one UST was removed from the southeastern corner of MTA Building 320 located to the southeast of the project site approximately five years ago. A visual assessment of the area indicated a large repaved rectangular area in the vicinity of the UST removal verifying the removal activities. Additionally, no ground level fill ports or vents were observed on the property. According to the MTA, no USTs currently exist on the project site. Therefore, development of the project site would not result in potential hazards associated with USTs or ASTs.

No solid waste enclosure or containers, toxic pits, wells, cisterns, or industrial waste facilities were observed on the project site. However, one sump, owned by the Los Angeles County of Water and Power (LADPW), is located on the southern portion of the MTA parking lot. According to the LADPW, the sump is utilized as an access to the sewer system. In addition, no settling ponds, lagoons, surface impoundments, wetlands or natural catch basins were observed on site.

Pursuant to the Phase I ESA, although no known hazardous materials or wastes were identified during the visual assessment of the project site or regulatory review, as further described in Response VII.d, below, since the project site is located in a highly industrialized area and was historically developed with various commercial and rail uses, Mitigation Measures HAZ-1, HAZ-2 and HAZ-3 have been prescribed that require soil-gas sampling and analysis to test for inorganic and organic compounds. Should hazardous materials that exceed regulatory thresholds be identified, the contaminated soils and/or gas shall be removed to prevent hazards to

the public or the environment during the development of the site and subsequent operation of the Project.

After removal of the existing asphalt paved area and excavation of soils, construction of the Project would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, such hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations.

Operation of residential and commercial uses such as those proposed typically involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents and pesticides for landscaping. Potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Thus, operation of the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and no mitigation measures would be necessary.

The following are the mitigation measures prescribed for construction activities associated with Project implementation, as recommended in the Phase I ESA.

**Mitigation Measures:**

- HAZ-1 Prior to removal of on site soils, the Applicant shall perform a limited gas survey to test the underlying soil pore gas for evidence of petroleum hydrocarbons, methane, and volatile organic compounds. A 10-point survey shall be conducted throughout the project site with points drilled at variable depths of 5 to 20 feet below ground surface. If gas levels that exceed levels established by the State of California Environmental Protection Agency, Department of Toxic Substances Control and/or other local, state or federal agency standards for the proposed Project, then the results shall be forwarded to the appropriate agency(s) for review. The agency(s) shall either sign off on the property or determine if additional investigation or remedial activities are necessary.
  
- HAZ-2 Should the soil gas survey prescribed in Mitigation Measure HAZ-1 show evidence of soil contaminants present at select locations on the project site, the applicant shall conduct physical soil sampling prior to the removal of on site soils to test the underlying soil for fuel and solvent type compounds. If contaminants are detected at levels that exceed levels established by the State of California Environmental Protection Agency, Department of Toxic Substances Control and/or other local, state or federal agency standards for the

Proposed Project, then the results of the soil sampling shall be forwarded to the appropriate agency(s) for review. The agency shall(s) either sign off on the property or determine if additional investigation or remedial activities are necessary.

**HAZ-3** If concentrations of soil contaminants warrant site remediation proceeding on site testing prescribed in Mitigation Measures HAZ-1 and/or HAZ-2, contaminated materials shall be removed or remediated prior to construction of the Project. The contaminated materials shall be removed or remediated under supervision of an environmental consultant licensed to oversee such remediation. The remediation program shall also be approved by a regulatory oversight agency, such as the City of Los Angeles Environmental Affairs Department, the State of California Environmental Protection Agency, or the Department of Toxic Substances Control. All proper waste handling and disposal procedures shall be followed. Upon completion of the removal or remediation, the environmental consultant shall prepare a report summarizing the remediation approach implemented and the analytical results after completion of the remediation, including all waste disposal or treatment manifests.

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

**Potentially Significant Impact Unless Mitigation Incorporated.** As discussed in Response to Checklist Question VII.a, above, Mitigation Measures HAZ-1 to HAZ-3 have been prescribed that require sampling for hazardous gases and potentially contaminated soils and actions necessary to remove and/or remediate potential hazards to construction workers, the public and/or the environment. Implementation of the prescribed mitigation measures would ensure that no significant hazards to the public or the environment occur from the release of hazardous materials into the environment as a result of excavation of the project site.

In addition, during project construction, the use of any hazardous materials would not result in any significant hazards that would endanger the public or environment. Construction and development would include the limited use of potentially hazardous materials in the form of cleaning solvents and mechanical fluids. The use and storage of such materials would comply with applicable standards and regulations, and would not pose significant hazards.

According to the United States Environmental Protection Agency (USEPA), if the level of indoor radon gas exceeds 4 picocuries per liter of air (pC/L), then action must be taken to reduce radon levels. According the California EPA, Los Angeles County has a predicted average screening level of 98 percent at less than 4 pC/L and two percent at greater than 4 pC/L. In addition, as part of the California Department of Health Services Radon Survey test in 1990 and

1992, two sites tested in the Zip Code 90012 tested for radon were below 4 pC/L. Thus, based on the current development of the site and the low potential for the occurrence of radon, radon is not considered to be an environmental concern for the project site.

The project site has been identified by the City of Los Angeles Department of Building and Safety to be within a "Methane Zone." These areas have a risk of methane intrusion emanating from geologic formations. Due to the potential environmental risk associated with construction in a Methane Zone, the Project is subject to developmental regulations that are required by the City of Los Angeles pertaining to ventilation and methane gas detection systems. Development would occur per the provisions of the City of Los Angeles Building Code, Chapter 71, which pertains to construction requirements for these areas. Per Chapter 71, the Applicant would be required to conduct a methane assessment prior to the redevelopment of the project site. As part of the project design, the proposed residential buildings would have adequate ventilation as defined in Section 91.7102 of the Municipal Code, which requires that gas-detection system be installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations. Compliance with the construction requirements and Project design features described above ensure that the project would not result in reasonably foreseeable upset or accident conditions involving the release of methane gas into the environment. Since the detection systems would be included as part of the Project design, less than significant impacts would occur from methane gas. Nonetheless, Mitigation Measure HAZ-3 is prescribed to ensure that the Project complies with applicable regulatory requirements regarding methane gas.

Project implementation would result in residential and commercial uses on the site. Operation of the Project would involve the limited use of potentially hazardous materials in the form of cleaning solvents and pesticides. The use and storage of such materials would occur in compliance with applicable standards and regulations, and would not pose significant hazards. It is not anticipated that the use of such hazardous materials would create a significant hazard associated with a risk of upset or accident conditions involving the release of hazardous materials during project operations.

#### **Mitigation Measures:**

Refer to Mitigation Measures HAZ-1 and HAZ-3 on pages B-40 and B-41. The following mitigation measure is also recommended.

- HAZ-4 All multiple residential buildings shall have adequate ventilation as defined in Section 91.7102 of the Municipal Code or a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.

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

**No Impact.** The project site is not within one-quarter mile of an existing or proposed school. The nearest school, Utah Street Elementary School, located at 255 Gabriel Garcia Marquez Street, is approximately 0.5 miles northeast of the project site. In addition, the limited quantities and prescribed handling procedures of hazardous materials, as described above, would not pose a risk to any schools in the project vicinity. Furthermore, the hazardous materials to be used at the project site are not considered acutely hazardous in the small quantities in which they would be handled and used. Lastly, occupancy of the proposed residential and commercial uses would not cause hazardous substance emissions or generate hazardous waste. Based on this information, it is concluded that the Project would result in no impacts regarding hazardous materials at any existing or proposed schools within one-quarter mile of the site.

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

**Potentially Significant Impact Unless Mitigation Incorporated.** As part of the Phase I ESA prepared for the project site, local agencies and adjacent tenants were contacted to identify the presence of previous or current hazardous materials on the project site and/or nearby sites. Additionally, a search of federal, state, county, and city regulatory databases was conducted to identify known or potential hazardous waste sites, landfills, hazardous waste generators, and disposal facilities in addition to sites under investigation within the project vicinity. The records search identified whether the project site and/or any surrounding properties are listed within a hazardous materials database within the minimum search distance. The Phase I ESA also determined whether any surrounding properties present an environmental concern to the project site at this time. A summary of the record details conducted for each local agency, current tenant interviews, and regulatory database that listed sites based on the minimum search distance is provided below.

### **Regulatory Agency Records**

California Hazardous Material Incident Report System (CHMIRS): Office of Emergency Services – The CHMIRS database contains information on reported hazardous material incidents (accidental release or spills). The project site was not listed in the CHMIRS database. However,

the adjacent MTA site located at 320 South Santa Fe Avenue is listed in the CHMIRS database.<sup>37</sup> No current or past hazardous materials incidents at the MTA site present an environmental concern for the project site at this time.

Facilities and Manifest Data (Haznet List): California Environmental Protection Agency (CAEPA) – The Haznet List contains information on facilities that utilize, treat and/or dispose of hazardous materials. The project site was not listed in the Haznet List database. However, seven sites were listed on the Haznet List database within the one-quarter mile search radius. Please refer to Appendix D in this document for a listing of the Haznet List sites. Due to their distance to the project site, none of the identified Haznet List sites present an environmental concern for the project site at this time.

Annual Work Plan (AWP) List: CAEPA – The California Department of Toxic Substance Control (DTSC) generates a list of known substance sites targeted for cleanup. The project site was not listed on the AWP database. However, one site within one mile of the project site was identified in the AWP database. Please refer to Appendix D in this document for a description of the AWP List site. Due to its distance to the project site, the identified AWP List site does not present an environmental concern for the project site at this time.

Cal-Sites List: DTSC – The DTSC generates a list of those facilities that contain both known and potential hazardous substances sites. The project site was not listed in the Cal-Sites database. However, two sites within one mile of the project site were identified in the Cal-Sites database. Please refer to Appendix D in this document for a listing of the Cal-Sites sites. Due to their distance to the project site, none of the identified Cal-Sites sites present an environmental concern for the project site at this time.

California Office of Planning and Research (Cortese): CAEPA – The Cortese database identifies public drinking wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all soil waste disposal facilities from which there is known migration as reported by the CAEPA's Office of Emergency Information. The project site was not listed in the Cortese database. However, five sites within 0.5 miles of the project site were identified in the Cortese database. Please refer to Appendix D in this document for a listing of the Cortese sites. Due to their distance to the project site, none of the identified Cortese sites present an environmental concern for the project site at this time.

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<sup>37</sup> The incident related to the MTA site regards an unknown quantity of an unidentified white powder that was discovered in a Metrolink train car in December 2001. The Los Angeles County Fire Department presumably removed the white powder during its site investigation.



Leaking Underground Storage Tank (LUST) Database: State Water Resources Control Board (SWRCB) – The LUST Incident Reports contains an inventory of reported leaking USTs reported to SWRCB's LUST Information System. The project site was not listed in the LUST database. However, five sites within 0.5 miles of the project site were identified in the LUST database. Please refer to Appendix D in this document for a listing of the LUST sites. Due to their distance to the project site, none of the identified LUST sites present an environmental concern for the project site at this time.

Bond Expenditure Plan (BEP) List: California Department of Health Services – The BEP List is a list of sites that qualify for appropriation of Hazardous Substances Cleanup Bond Act funds based on a site-specific expenditure plan. The project site was not listed in the BEP database. However, one site within 0.5 miles of the project site was identified in the BEP database. Please refer to Appendix C in this document for a description of the BEP site. Due to its distance to the project site, the identified BEP site does not present an environmental concern for the project site at this time.

California Underground Storage Tank (UST) Database: SWRCB – The UST database contains registered USTs as reported by the SWRCB's Hazardous Substance Storage Container Database. The project site was not listed in the UST database. Two off-site facilities within 0.25 miles of the project site are listed in the UST database. Please refer to Appendix D in this document for a listing of the UST sites. Due to their distance to the project site, none of the identified UST sites present an environmental concern for the project site at this time.

CA FID UST Database: CAEPA – The California Facility Inventory Database (FIS) contains active and inactive UST locations. The project site is not listed in the CA FID UST database. However, the database does include nine off-site facilities within 0.25 miles of the project site. Please refer to Appendix D in this document for a listing of the CA FID UST sites. Due to their distance to the project site, none of the identified CA FID UST sites present an environmental concern for the project site at this time.

CERCLIS: USEPA – The Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). The CERCLIS database contains sites that are either proposed to or on the National Priorities List (NPL) and sites that are in the screening and assessment phase for possible inclusion on the NPL. The project site is not listed in the CERCLIS database. However, the database does include one CERCLIS site within 0.5 miles of the project site. Please refer to Appendix D in this document for a listing of the CERCLIS site. Due to its distance to the project site, the identified CERCLIS site does not present an environmental concern for the project site at this time.

Federal RCRA Generator List: USEPA – The Resource Conservation and Recovery Act (RCRA) generator list is a list of those facilities that generate regulated quantities (small or large) of hazardous waste, as defined and regulated by RCRA. The project site was not listed on the RCRA generator list. However, seven sites within 0.25 miles of the project site were identified in the RCRA Small Quantities Generator (SQG) database. Please refer to Appendix D in this document for a listing of the SQGs sites. Due to their distance to the project site, none of the identified SQGs sites present an environmental concern for the project site at this time.

Historical Underground Storage Tank (HIST UST) List: SWRCB – The HIST UST database contains a listing of historical underground storage tanks. The project site is not listed on the HIST UST database. However, six sites within 0.25 miles of the project site were identified in the HIST UST database. Please refer to Appendix D in this document for a listing of the HIST UST sites. Due to their distance to the project site, none of the identified HIST UST sites present an environmental concern for the project site at this time.

California Spills, leaks, Investigation, and Cleanups (CA SLIC) Database: SWRCB – The CA SLIC Database tracks contaminated sites that impact groundwater or have the potential to impact groundwater. The project site is not listed on the CA SLIC database. Five off-site facilities within 0.5 miles of the project site are listed in the CA SLIC database. Please refer to Appendix D in this document for a listing of the CA SLIC sites. Due to their distance to the project site, none of the identified CA SLIC sites present an environmental concern for the project site at this time.

#### **Additional Environmental Record Sources**

City of Los Angeles Department of Building and Planning – Building permits were reviewed for the site at the City of Los Angeles Building and Planning Department. According to the Building Department, no building permits exist for the project site.

Los Angeles City Fire Department (LAFD) – The LAFD was contacted for records pertaining to the subject property. LAFD responded that no records were found for the project site.

According to the information provide above, the project site is not listed in a hazardous material database. However, as discussed in Response VII.a, the project site has the potential to contain hazards related to contaminated soils that could create a significant hazard to the public or the environment construction and operation of the project. Furthermore, as discussed in Response VII.b, the project site is located within an identified Methane Zone by the City of Los Angeles. However, with implementation of the prescribed mitigation measures (HAZ-1 to HAZ-4) described under Responses VII.a and VII.b, potentially significant impacts regarding

hazardous materials and methane gas associated with the existing site would be reduced to a less than significant level.

**Mitigation Measures:**

Refer to Mitigation Measures HAZ-1 and HAZ-4 on page B-40 and B-42. No additional mitigation measures are necessary.

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

**No Impact.** The project site is not located within an airport land use plan or within two miles of an airport, nor is it located within an airport hazard area as designated by the City of Los Angeles. Therefore, the Project would not result in an airport-related safety hazard for people residing or working in the project area, and no mitigation measures are necessary.

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

**No Impact.** There are no private airstrips in the vicinity of the project site, and the site is not located within a designated airport hazard area. Therefore, the Project would not result in airport-related safety hazards for the people residing or working in the area. No impact would occur and no mitigation measures are necessary.

- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less Than Significant Impact.** The project site is located in an area where adequate circulation and access is provided to facilitate emergency response. The proposed building configuration would comply with applicable fire codes, including proper emergency exits for patrons and residents. Construction activities would generally be confined to the project site and would be subjected to emergency access standards and requirements of the City of Los Angeles Fire Department (LAFD) to ensure traffic safety. As such, implementation of the Project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant and no mitigation measures are necessary.

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

**No Impact.** The project site is highly urbanized, and does not contain wildland features. In addition, the site is not located adjacent to any wildland areas. Therefore, development of the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and no mitigation measures are necessary.

## **VIII. HYDROLOGY AND WATER QUALITY**

### **Would the Project:**

- a. Violate any water quality standards or waste discharge requirements?**

**Less Than Significant Impact.** The approximate 4.0-acre project site is currently developed with asphalt-paved area and limited areas of disturbed non-landscaped soil. Under existing conditions, grading of the site directs stormwater to various storm drains located on the site and to Santa Fe Avenue, where flows enter the City's municipal storm drain system.

Construction of the Project would require earthwork activities, including demolition, excavation and grading of the site. During precipitation events in particular, construction activities associated with the project have the potential to result in soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. However, as discussed above in Response VI.b, project construction would comply with the requirements of the Municipal NPDES Construction Permit and would implement City grading permit regulations that include compliance with erosion control measures, including grading and dust control measures. Specifically, construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion. In addition, the Project would require approval of an erosion control plan, as well as a SWPPP, by the City of Los Angeles Department of Building and Safety. As part of these requirements, BMPs would be implemented during construction to reduce soil erosion to the maximum extent possible. These BMPs would be designed based on the *City of Los Angeles Development Best Management Practices Handbook Part A*, prepared by the Department of Public Works, Bureau of Sanitation. Since the Project would be required to prepare a SWPPP in compliance with applicable regulatory requirements, impacts to water quality during project construction would be less than significant. Nonetheless, pursuant to typical City of Los Angeles mitigation requirements,

Mitigation Measure HWQ-1 has been prescribed to ensure that the SWPPP include BMPs typical of developments within urban areas of the City of Los Angeles.

Additionally, should grading activities occur during the rainy season (October 1st to April 14th), a Wet Weather Erosion Control Plan (WWECP) is required pursuant to the “Manual and Guideline for Temporary and Emergency Erosion Control,” adopted by the Los Angeles Board of Public Works (BPW). The WWECP is a document that addresses water pollution control from grading activities during the wet weather season by specifying the use of appropriate temporary erosion and sediment control BMPs. Compliance with the City requirement to prepare a WWECP would ensure that impacts to water quality during the rainy season would be less than significant.

As discussed in Response No. VI.b., additional BMPs would be designed or installed for the operational phase of the Project to comply with the NPDES General Permit and the City of Los Angeles’ Standard Urban Stormwater Mitigation Plan (SUSMP) to reduce the discharge of polluted runoff from the site. Specifically, operational BMPs to be implemented may include screened or walled trash container areas, stenciling of on-site storm drain inlets, covered and properly drained loading dock areas, and infiltration and treatment systems in parking areas to prevent pollutant runoff. The final section of BMPs would be completed through coordination with the City of Los Angeles. Thus, impacts to water quality during Project operation would be less than significant through compliance with applicable regulatory requirements. Nonetheless, pursuant to typical City of Los Angeles mitigation requirements, Mitigation Measure HWQ-2 has been prescribed to ensure that the Project complies with requirements of the SUSMP during project operation.

**Mitigation Measures:**

HWQ-1 The Applicant shall ensure the following construction Best Management Practices (BMPs) are incorporated within the Storm Water Pollution Prevention Plan (SWPPP):

- Waste shall be disposed of properly in accordance with applicable federal, state and local regulations. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.

- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
- Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
- Vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. Major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

HWQ-2 The Applicant shall ensure the following requirements are incorporated in the Standard Urban Stormwater Mitigation Plan (SUSMP) which is to be approved by Los Angeles Regional Water Quality Control Board: (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).

- Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24-hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Maximize trees and other vegetation at each site by planning additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Any connection to the sanitary sewer shall have authorization from the Bureau of Sanitation.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Install roof runoff systems where site is suitable for installation.
- Paint messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
- Storm drain inlets and catch basins within the project area shall be stenciled with prohibitive language (such as NO DUMPING – DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.

- Legibility of stencils and signs shall be maintained.
- Materials with the potential to contaminate stormwater shall be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes or curbs.
- The storage area shall be paved and sufficiently impervious to contain leaks and spills.
- The storage area shall have a roof or awning to minimize collection of stormwater within the secondary containment area.
- Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
- Cleaning of oily vents and equipment to be performed within designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications.

**b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?**

**No Impact.** Based on the Phase I ESA prepared for the Project, data collected from monitoring wells approximately 0.05 to 1.0 mile north of the site indicate that groundwater in the area exists at depths of approximately 20 to 50 feet bgs with a flow gradient primarily to the southeast. The bottom of the proposed ground floor slabs are estimated to be approximately 10 feet below the existing grade in the southern portion of the site as part of the subterranean parking garage. Thus, excavation during Project construction is not anticipated to contact the groundwater table. Therefore, construction activities would not substantially deplete groundwater supplies or interfere with groundwater recharge.

In addition, operation of the Project would not interfere with groundwater recharge. Currently, the site is developed with approximately 98 percent asphalt-paved area and two percent with disturbed non-landscaped soil. The Project would replace existing impervious areas

with new impervious areas. Thus, the amount of impervious surface area on site would not measurably change, and groundwater recharge in the area would not be substantially affected.

In any case, the Project is not by nature a groundwater extracting project; therefore, it would not deplete groundwater supplies. As such, construction and operation of the Project would not substantially deplete groundwater supplies or result in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. No impacts would occur in this regard.

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

**No Impact.** Approximately 98 percent of the project site is occupied by asphalt-paved roadway or surface parking area and the remainder of the property is disturbed non-landscaped soil. No streams or rivers occur on site. The Project, which would involve the replacement of the existing asphalt paved area and disturbed non-landscaped soil, would not substantially change the amount of impervious surface area on site. In addition, site-generated surface water runoff would continue to flow into the City's storm drain system. Furthermore, the Project would include appropriate drainage improvements on site to direct stormwater flows to the local drainage systems, similar to existing conditions. Thus, existing drainage patterns would be maintained. With the site entirely developed, paved, or landscaped, the potential for erosion or siltation would be minimal. Additionally, Project construction would comply with applicable NPDES and City requirements including those regarding preparation of a SWPPP and SUSMP. As such, no impacts associated with alterations to existing drainage patterns would occur with Project implementation.

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

**No Impact.** As discussed in Response VIII.c, the Project would not substantially change the amount of impervious surface area on site and, thus, would not result in substantial increases in surface water runoff quantities. Additionally, with implementation of the Project, overall existing drainage patterns would be maintained, and the Project would include appropriate on site drainage improvements to convey anticipated stormwater flows. Furthermore, the Project would not alter the course of the Los Angeles River to the east of the site. Thus, Project implementation would not result in a substantial increase in the rate or amount of surface water



runoff that would result in flooding on- or off-site. No impacts associated with alterations to existing drainage patterns would occur.

- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Less Than Significant Impact.** As discussed above, post-development runoff quantities would not increase measurably, and the Project would include appropriate on site drainage improvements to accommodate anticipated stormwater flows. Similar to existing conditions, operation of the proposed uses would generate pollutant constituents commonly associated with urban uses to surface water runoff. However, required water quality control measures would be implemented as described in Mitigation Measures HWQ-1 and HWQ-2 above. Therefore, the Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Thus, less than significant impacts would occur and no mitigation measures are necessary.

- f. Otherwise substantially degrade water quality?**

**Less Than Significant Impact.** As discussed above, in Response VI.a. and VIII.b., the Project would comply with applicable NPDES and City requirements, which would include the use of BMPs during construction and operation of the project as detailed in a SWPPP and SUSMP. Compliance with these requirements would ensure that construction and operation of the Project would not substantially degrade water quality.

**Mitigation Measures:**

Refer to Mitigation Measures HWQ-1 and HWQ-2 on page B-49.

- g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

**No Impact.** The project site is not located within a 100-year flood plain according to the Federal Emergency Management Agency (FEMA).<sup>38</sup> As such, Project development would not place housing within a 100-year flood plain. No impact would occur and no mitigation measures are necessary.

<sup>38</sup> Federal Emergency Management Agency (FEMA) website: <http://msc.fema.gov/>. October 31, 2006.

**h. Place within a 100-year flood plain structures which would impede or redirect flood flows?**

**No Impact.** Refer to Response VIII.g, above.

**i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**Less Than Significant Impact.** Please refer to Response VIII.a, above, for a discussion regarding flooding impacts. Flooding impacts would be less than significant as the Project would be designed and developed in accordance with applicable regulations regarding flood-prone areas. In addition, the project site is not located within an inundation area associated with the failure of a levee or dam.<sup>39</sup> As such, impacts associated with the exposure of people or structures to a significant risk of loss, injury, or death involving flooding would be less than significant, and no mitigation measures are necessary.

**j. Inundation by seiche, tsunami, or mudflow?**

**No Impact.** A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of the sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The project site is located approximately 14 miles east of the Pacific Ocean and is not in close proximity to an enclosed body of water. The nearest enclosed body of water is MacArthur Lake, approximately three miles west of the site. As such, there is no potential for exposure of people to a seiche or a tsunami. In addition, the site is not positioned in an area of potential mudflow. Potential impacts associated with inundation by seiche, tsunami, or mudflows would not occur, and no mitigation measures are necessary.

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<sup>39</sup> *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, Figure GS-7.*

**IX. LAND USE AND PLANNING****Would the project:****a. Physically divide an established community?**

**No Impact.** The project site is located in a highly urbanized area with a mix of land uses. The surrounding locale has been suffering from longstanding neglect. Buildings and associated landscape, as well as streetscape, are not maintained in a manner that acknowledges or promotes a visual context worthy of favorable recognition. As many of the buildings in the locale have been neglected and some abandoned, there are numerous underutilized/unutilized sites nearby. The general character of the surrounding locale is typical of worn industrial/commercial areas in the City and lacks positive aesthetic characteristics (i.e., landscape, streetscape, unique architecture, etc.). The project site has been determined by the MTA to be surplus, as replacements parking can be provided by the Project. Please refer to Section I, Aesthetics, for further discussion of the character of the surrounding locale.

Surrounding buildings within the vicinity of the project site include: two approximately 25-foot tall MTA buildings to the east; a variety of approximately 25 to 40 foot tall industrial/commercial buildings (with portions of the buildings converted to loft-style residential units) along the western side of Santa Fe Avenue to the west; the First Street Bridge and numerous multi-story (approximately one to three stories in height) commercial/light industrial buildings (with portions of the buildings converted to loft-style residential units) on the eastern and western sides of Santa Fe Avenue to the north; an approximately 50-foot tall MTA building to the southeast; and the Fourth Street Bridge to the south beyond which are a number of multi-story commercial/light industrial buildings to the south and southwest.

Development of the project site with mixed-use residential and retail/commercial buildings would be consistent and compatible with the established land use patterns in the Artists-in-Residence District. The Artists-in-Residence District is bounded by First Street, the Los Angeles River, Sixth Street and Alameda Street. The project site is located on the periphery of the eastern edge of the District. Thus, the Project would not physically divide an established community. Therefore, no impacts would occur and no mitigation measures are necessary.

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

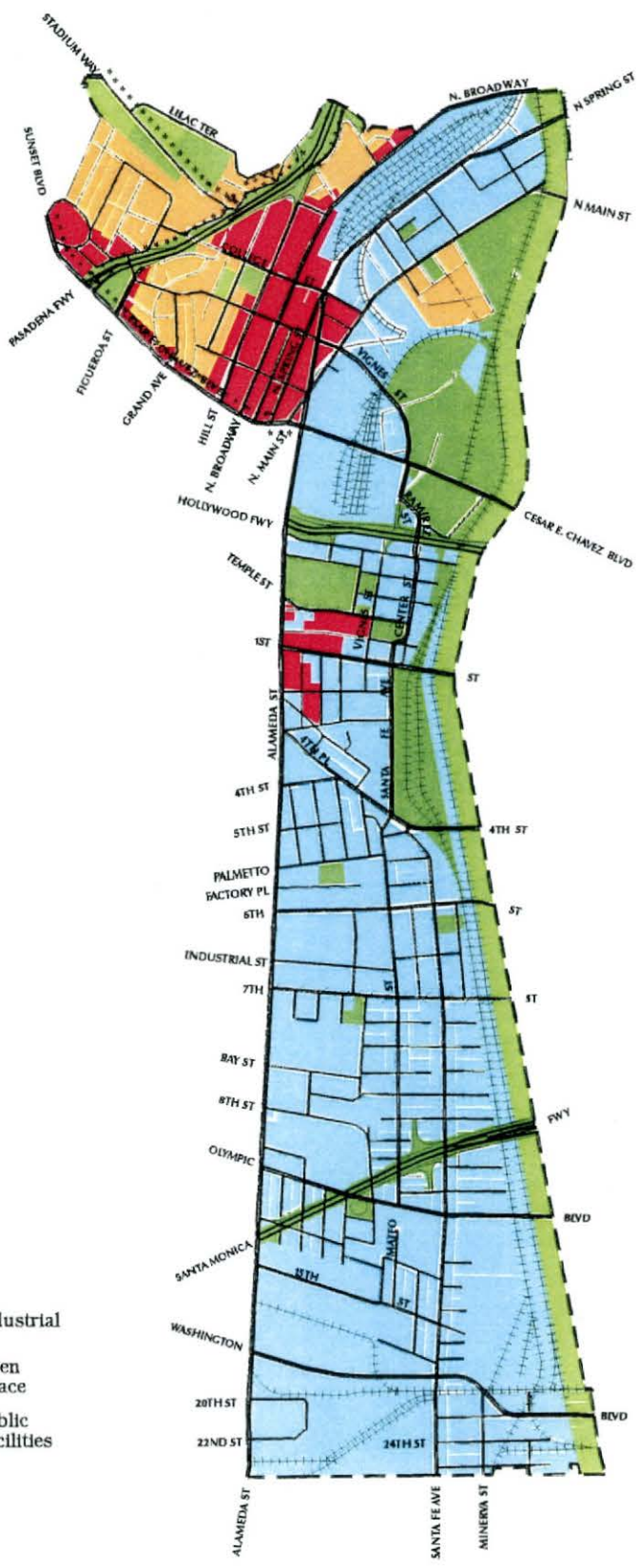
**Less Than Significant Impact.** Several local and regional plans guide development within the project area. At the local level, the Central City North Community Plan implements land use policy of the City of Los Angeles General Plan, while the Los Angeles Municipal Code (LAMC), which includes the Planning and Zoning Code, directly regulates land use and development of the project site through development and building standards. Figure B-1 on page B-57 presents a Land Use Map identifying the project site relative to the Community Plan boundaries. The Land Use Map also identifies the corresponding zoning designations of surrounding properties.

In addition, regional planning agencies have jurisdiction over land use issues and maintain policies that apply to the project site. These include the Los Angeles County Congestion Management Plan (CMP), administered by the MTA, which regulates regional traffic issues; the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan & Guide (RCPG), which addresses regional development and forecasts growth for cities under its jurisdiction; and the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP), which addresses attainment of state and federal ambient air quality standards throughout the South Coast Air Basin. An analysis of the Project's consistency with these existing local plans and zoning is provided below.







**Local Plans: City of Los Angeles General Plan (Central City North Community Plan) and City of Los Angeles Municipal Code (Planning and Zoning Code)**

City of Los Angeles General Plan. The General Plan of the City of Los Angeles is a policy document originally adopted in 1974 that serves as a comprehensive, long-term plan for future development. The General Plan is comprised of ten elements that apply citywide and the Land Use Element made up of 35 local area plans known as Community Plans, in addition to plans for Los Angeles International Airport and the Port of Los Angeles. As part of the General Plan, the Citywide General Plan Framework is an umbrella concept, which will provide the overall guiding vision for Los Angeles into the 21<sup>st</sup> Century.

Central City North Community Plan. Development on the project site is guided by the Central City North Community Plan (Community Plan). The Plan was updated in December 2000. The Community Plan is intended to promote an arrangement of land uses, streets, and services, which encourage and contribute to health, safety, welfare and convenience of the people who live and work in the community. The Community Plan is also intended to guide



**LEGEND**

- |   |                             |   |                   |
|---|-----------------------------|---|-------------------|
|  | Residential Single Family   |  | Industrial        |
|  | Residential Multiple Family |  | Open Space        |
|  | Commercial                  |  | Public Facilities |



No scale

Figure B-1  
Central City North  
Community Plan Land Use Map

Source: City of Los Angeles, 2006.



development in order to create a healthful and pleasant environment. The Community Plan ensures that sufficient land is designated which provides for the housing, commercial, employment, educational, recreational, cultural, social and aesthetic needs of the residents of the community. The Community Plan identifies and provides for the maintenance of any significant environmental resources within the community. The Community Plan also seeks to enhance community identity and recognizes unique neighborhoods within the community.

The Community Plan designates the project site for Public Facilities land uses, which corresponds to uses permitted within the PF zone. The Project proposes a mix of multi-family residential and retail/commercial uses, which are not permitted under the Public Facilities land use designation. Therefore, the Project proposes to amend the General Plan land use designation of the site from Public Facilities to Regional Commercial. The Regional Commercial land use designation would permit the proposed retail/commercial uses, as well as the proposed multi-family dwelling and live-works lofts. As discussed below, the proposed C2-2D Commercial Zone designation would be consistent with the proposed Regional Commercial General Plan land use designation..

The Project is also proposing to amend the “Street Highways Designation Map” of the Transportation Element of the General Plan and the Central City North Community Plan, to re-designate and downgrade Santa Fe Avenue between First and Fourth Streets from a Major Highway to a modified Collector Street. The Los Angeles City Council unanimously approved a motion on February 8, 2005 that directs the City’s Planning Department, in coordination with the City’s Department of Transportation (DOT), to prepare and present the necessary documents to amend the Street Highways Designation Map accordingly.

The Community Plan sets forth goals, objectives, policies that are intended to guide future development within the Central City North area of the City. Policies that are applicable to the Project are identified in Table B-4 on page B-59. Additionally, the table provides an analysis of the Project’s consistency with such policies. As analyzed in the table, the Project would be consistent with the applicable policies in the Central City North Community Plan.

Based on the anticipated approval of the above-described discretionary actions and the consistency analysis of the applicable policies in the Central City North Community Plan, no adverse impacts would occur with respect to compliance with the City’s General Plan and the Central City North Community Plan.

City of Los Angeles Planning and Zoning Code. The City of Los Angeles Planning and Zoning Code (Chapter 1 of the Los Angeles Municipal Code) regulates development through land use designations and development standards. Consistent with the Community Plan’s Public Facilities land use designation, the zoning for the project site is PF-1XL (Public Facilities,

Table B-4

## Project Consistency with Central City North Community Plan Policies

Policy	Analysis of Consistency
<u>Residential</u>	
1-1.2: Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.	The Project would be visually compatible with the existing uses in the surrounding Artists-in-Residence District as the Project would be designed and developed in accordance with the design policies in Chapter V, Urban Design, of the Central City North Community Plan. As such, the proposed residential environment would consist of a high quality urban design.
1-2.1: Encourage multiple residential development in commercial zones.	The Project would include a mix of apartment units and retail/commercial uses. Development of the ground floor retail/commercial uses along with the plaza, landscape and visual enhancement of the site would promote and encourage services that are convenient to Project residents and adjacent residents and employees within the Artists-in-Residence District.
1-3.1: Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.	The project area, consistent with the surrounding Artists-in-Residence District, is currently under transition where residential uses are being newly developed and/or created through redevelopment of older commercial/industrial buildings. The Project would be designed to be visually compatible with the neighboring buildings in the District. Furthermore, the Project would be designed and developed in accordance with the design policies in Chapter V, Urban Design, of the Central City North Community Plan.
1-3.2: Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.	The proposed mixed-use of apartments, live/work units, and retail/commercial space would be consistent with the adjacent commercial and mixed-use buildings in the Artists-in Residence District. As discussed in Responses XIII.a-e, the Project would not result in significant impacts to public services. As discussed in Responses VVI.a-g, the Project would not result in significant impacts to utilities. Furthermore, as discussed in Response X.V.a-b, the Project would not result in significant traffic impacts.
1-4.1: Promote greater individual choice in type, quality, price, and location of housing.	The Project would offer a variety of apartment units, as well as live/work lofts. There would be variations in the costs of the apartment units when compared to the live/work lofts. The location of the units would provide convenient and accessible housing for employees in the developing Artists-in-Residence District.
1-4.2: Ensure that new housing opportunities minimize displacement of the existing residents.	No existing residents would be displaced with development of the Project.
<u>Commercial</u>	
2-1.1: New commercial uses shall be located in existing established commercial areas or existing shopping centers.	The Project, which includes retail/commercial space, is surrounded by a variety of mixed land uses, including established commercial uses along Santa Fe Avenue and throughout the Artist-in-Residence District.



Table B-4 (Continued)

## Project Consistency With Central City North Community Plan Policies

Policy	Analysis of Consistency
2-1.4: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.	The Project would be visually compatible with the existing uses in the surrounding Artists-in-Residence District as the Project would be designed and developed in accordance with the design policies in Chapter V, Urban Design, of the Central City North Community Plan. In addition, the site's irregular shape and corresponding building architecture would result in a visually attractive unique and distinctive design.
2-2.2: New development needs to add to and enhance the existing pedestrian street activity.	The Project would be developed in accordance with the design standards established for pedestrian oriented areas in Chapter V, Urban Design, of the Central City North Community Plan. The existing site does not provide sidewalks or a streetscape that is conducive to pedestrian activity. The Project would add sidewalks, a retail/commercial plaza area, and landscaping that would create pedestrian street activity in the Project area, and compliment existing residential and educational uses on the west side of Santa Fe Avenue.
2-2.3: Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.	The retail/commercial component of the Project would be located around a plaza area along Santa Fe Avenue. The retail/commercial component would be located on the ground floor within the southern half of the project site.
2-4.1: Require that any proposed development be designed to enhance and be compatible with adjacent development.	Please refer to discussion under Policy 2-1.4, above.
<i><u>Industrial</u></i>	
3-2.1: Support the existing artists-in-residence in Central City North as a cultural resource for the community.	The Project would replace an existing asphalt paved area void of any above ground structures or known cultural resources. Furthermore, the Project would support the Artists-in-Residence goal of implementing joint living and working quarters.
3-3.1: The numerous large rail yards and other industrially planned parcels located in predominantly industrial areas should be protected from development by other uses which do not support the industrial base of the City and the community.	The Project would not replace any industrial uses, including the adjacent MTA rail yard site. Existing parking for the MTA site would be removed and replaced as part of the Project. The Project is not located on industrial planned property and would utilize an existing surplus of publicly owned property and return it to a private development use.
<i><u>Police Protection</u></i>	
8-1.1: Consult with the Police Department as part of the review of new development projects and proposed land use changes to determine law enforcement needs and demands.	Impacts regarding police protection services would be less than significant. Please refer to Response XIII.b, below, for a discussion of police impacts regarding police protection services.
8-2.2: Insure that landscaping around buildings be placed so as not to impede visibility.	Landscaping would be provided to enhance the visual quality of the site and promote a pedestrian environment, but would be limited in a manner not to impede visibility for security purposes.
8-2.3: Insure adequate lighting around residential, commercial, and industrial buildings in order to improve security.	Adequate lighting in accordance with the LAMC and Central City North Community Plan would be provided for security purposes.

Table B-4 (Continued)

## Project Consistency With Central City North Community Plan Policies

Policy	Analysis of Consistency
<u>Fire Protection</u>	
9-1.1: Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.	Impacts regarding fire protection services would be less than significant. Please refer to Response XIII.a, below, for a discussion of impacts regarding fire protection services.
<u>Non-Motorized Transportation</u>	
13-2.2: Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.	Currently, there are no sidewalks along the east side of Santa Fe Avenue. The proposed sidewalks would be on average approximately 10-feet wide and would include street trees. Sidewalks would be constructed pursuant to applicable requirements in the LAMC, the Central City North Community Plan and/or the Transportation Element of the City's General Plan.
<u>Parking</u>	
14-1.1: Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto the arterial.	The number of parking ingress and egress points would be limited to the proposed parking structures and surface parking lot for the retail/commercial uses.
14-1.2: New parking lots and garages shall be developed in accordance with design standards.	Parking lots and garages would be developed in accordance with the design standards set forth in the LAMC, the Central City North Community Plan and/or the Transportation Element of the City's General Plan.
<u>Capital Improvements</u>	
16-1.1: Maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E".	As discussed in Response X.V.a-b, the Project would not result in significant traffic impacts with implementation of the prescribed mitigation measure. Thus, operational service levels would be consistent with Policy 16-1.1.
<u>Historic and Cultural Resources</u>	
18-1.1: Support the existing artist's community in Central City North as a cultural resource for the community.	Please refer to discussion under Policy 3-2.1, above.

Source: PCR Services Corporation, 2006.

Height District 1-Extra Limited Height District). Section 12.04.09 of the LAMC includes requirements regarding development within the PF zone. With the exception of conditional uses, residential and retail/commercial uses such as those proposed as part of the Project are not permitted under the Public Facilities zoning or land use designation. Pursuant to Section 12.21.1A, Height of Building or Structures, in portions of Height District 1 designated XL, no building or structure shall exceed two stories or 30 feet in height.

The Project is proposing a zone change from the existing PF-1XL designation to C2-2D (Commercial Zone). As a mixed-use project, in a Regional Center Community Plan designation, the provisions of the R5 zone would be applied to calculate density of the Project. The R5 lot

area standards restrict density to one dwelling unit per 200 feet of lot area. As part of the zone change, the Project is requesting an FAR of 3:1, which is consistent with the proposed C2-2D zoning designation. The project site is approximately 175,520 square feet in total lot area. Three times the lot area is 526,560 square feet. The Project proposes to include approximately 413,155 gross square feet of residential (apartment) space and 59,142 gross square feet of retail/commercial space. The total building floor area would be approximately 472,300 gross square feet. Thus, the Project would have an FAR of approximately 2.69, which is consistent with the density and FAR provisions of the proposed zoning designation.

Per LAMC Section 12.21.G(2), new construction projects are required to include 100 square feet of gross open space per studio dwelling unit, 125 square feet of open space per one-bedroom unit and 175 square feet of open space per two-bedroom unit. As the Project proposes to develop 109 studio units (equivalent to the Project's 13 lofts and 96 studio units), 219 one-bedroom units, and 111 two-bedroom units, the Project would be required to provide a total of 57,700 square feet of open space.<sup>40</sup> However, pursuant to Section 12.21 G(2)(a1)(iv), projects built at a R5 density are required to develop 50 percent of the total required usable open space. Thus, the Project is required to develop 28,850 square feet of usable open space. The Project would provide approximately 8,600 square feet of open space as part of the pool/deck area, approximately 15,100 square feet of open space in the plaza area(s), and approximately 5,400 square feet of open space in the semi-public gardens. Thus, the Project would provide a total of approximately 29,000 square feet of open space, which is consistent with the City's open space requirements. Pending the final design, the Project may also include additional open space within various terrace and garden areas, as well as within a recreational room(s). In any case, the final design would meet the City's minimum open space requirements.

As discussed in detail in Response XV.f below, development of the Project would meet or exceed the parking requirements set forth in the City of Los Angeles Planning and Zoning Code. The Planning and Code requires the Project to include 632 parking spaces. By agreement with the MTA, the Project is to provide an additional 120 spaces for the MTA's exclusive use. Thus, the Project proposes to include a minimum of 752 spaces up to approximately 790 spaces, pending the final design. Accordingly, the Project would be consistent with the City's parking requirements.

In addition to the land use and zone change, the Project also proposes several actions that would require discretionary approval by the City. Assuming that the identified segment of Santa Fe Avenue has been re-designated and downgraded to a modified Collector Street and an alignment plan has been approved by the LADOT, the Project would request a partial street

<sup>40</sup> *Open space requirements: 109 Studio (109 du x 100 sf = 10,900 sf); 219 one-bedroom (219 du x 125 sf = 27,375 sf); 219 two-bedroom (219 du x 175 sf = 19,425 sf)*

vacation of right-of-way along Santa Fe Avenue to develop the western portion of the project site along Santa Fe Avenue. The street vacation request would be processed through the appropriate vacation proceedings.

Realignment and partial vacation of Santa Fe Avenue would result in a property line that is approximately 60 feet from the western face of the MTA shed building (MTA Building 284), which is located east of the northern half of the project site. Because the proposed parking ramp would be approximately 65 feet in diameter, approximately five feet of air rights above the approximate 10-foot sidewalk would be required. Additionally, the apartment building above the parking structure in Building A would be approximately 60-foot wide and, in accordance with the fire code, would have a three-foot offset from the eastern edge of the parking structure. To achieve this width, a five-foot overhang above the 10-foot wide sidewalk would be required for the Building A component. Thus, the Project would request approximately five feet of air rights along the frontage of Building A. In addition, the project could require side and rear yard variances for those residential portions of the project, if required under L.A. City Planning and Zoning code section 12.14 C 2.

Based on the anticipated approval of the above-described discretionary actions, no adverse impacts would occur with respect to compliance with the LAMC.

### **Metropolitan Transportation Authority**

The MTA administers the CMP, a state-mandated program designed to address the impact urban congestion has on local communities and the region as a whole. The CMP, revised in 1997, includes a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county-wide computer model to evaluate traffic congestion and recommend relief strategies and actions. The primary goal of the CMP is to reduce traffic congestion in order to enhance the economic vitality and quality of life for affected communities.

The traffic impacts associated with the Project are discussed fully in Section XV, Transportation/Circulation, below. As discussed therein, development of the Project would not result in significant unmitigable impacts to intersections or residential streets in the area, and significant traffic impacts to the CMP road network would not occur. As such, the Project would be consistent with the CMP. Please refer to Responses XV.a. and XV.b for further discussion.

development in order to create a healthful and pleasant environment. The Community Plan ensures that sufficient land is designated which provides for the housing, commercial, employment, educational, recreational, cultural, social and aesthetic needs of the residents of the community. The Community Plan identifies and provides for the maintenance of any significant environmental resources within the community. The Community Plan also seeks to enhance community identity and recognizes unique neighborhoods within the community.

The Community Plan designates the project site for Public Facilities land uses, which corresponds to uses permitted within the PF zone. The Project proposes a mix of multi-family residential and retail/commercial uses, which are not permitted under the Public Facilities land use designation. Therefore, the Project proposes to amend the General Plan land use designation of the site from Public Facilities to Regional Commercial. The Regional Commercial land use designation would permit the proposed retail/commercial uses, as well as the proposed multi-family dwelling and live-works lofts. As discussed below, the proposed C2-2D Commercial Zone designation would be consistent with the proposed Regional Commercial General Plan land use designation..

The Project is also proposing to amend the “Street Highways Designation Map” of the Transportation Element of the General Plan and the Central City North Community Plan, to re-designate and downgrade Santa Fe Avenue between First and Fourth Streets from a Major Highway to a modified Collector Street. The Los Angeles City Council unanimously approved a motion on February 8, 2005 that directs the City’s Planning Department, in coordination with the City’s Department of Transportation (DOT), to prepare and present the necessary documents to amend the Street Highways Designation Map accordingly.

The Community Plan sets forth goals, objectives, policies that are intended to guide future development within the Central City North area of the City. Policies that are applicable to the Project are identified in Table B-4 on page B-59. Additionally, the table provides an analysis of the Project’s consistency with such policies. As analyzed in the table, the Project would be consistent with the applicable policies in the Central City North Community Plan.

Based on the anticipated approval of the above-described discretionary actions and the consistency analysis of the applicable policies in the Central City North Community Plan, no adverse impacts would occur with respect to compliance with the City’s General Plan and the Central City North Community Plan.

City of Los Angeles Planning and Zoning Code. The City of Los Angeles Planning and Zoning Code (Chapter 1 of the Los Angeles Municipal Code) regulates development through land use designations and development standards. Consistent with the Community Plan’s Public Facilities land use designation, the zoning for the project site is PF-1XL (Public Facilities,

Table B-4

## Project Consistency with Central City North Community Plan Policies

Policy	Analysis of Consistency
<u>Residential</u>	
1-1.2: Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.	The Project would be visually compatible with the existing uses in the surrounding Artists-in-Residence District as the Project would be designed and developed in accordance with the design policies in Chapter V, Urban Design, of the Central City North Community Plan. As such, the proposed residential environment would consist of a high quality urban design.
1-2.1: Encourage multiple residential development in commercial zones.	The Project would include a mix of apartment units and retail/commercial uses. Development of the ground floor retail/commercial uses along with the plaza, landscape and visual enhancement of the site would promote and encourage services that are convenient to Project residents and adjacent residents and employees within the Artists-in-Residence District.
1-3.1: Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.	The project area, consistent with the surrounding Artists-in-Residence District, is currently under transition where residential uses are being newly developed and/or created through redevelopment of older commercial/industrial buildings. The Project would be designed to be visually compatible with the neighboring buildings in the District. Furthermore, the Project would be designed and developed in accordance with the design policies in Chapter V, Urban Design, of the Central City North Community Plan.
1-3.2: Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.	The proposed mixed-use of apartments, live/work units, and retail/commercial space would be consistent with the adjacent commercial and mixed-use buildings in the Artists-in Residence District. As discussed in Responses XIII.a-e, the Project would not result in significant impacts to public services. As discussed in Responses VVI.a-g, the Project would not result in significant impacts to utilities. Furthermore, as discussed in Response X.V.a-b, the Project would not result in significant traffic impacts.
1-4.1: Promote greater individual choice in type, quality, price, and location of housing.	The Project would offer a variety of apartment units, as well as live/work lofts. There would be variations in the costs of the apartment units when compared to the live/work lofts. The location of the units would provide convenient and accessible housing for employees in the developing Artists-in-Residence District.
1-4.2: Ensure that new housing opportunities minimize displacement of the existing residents.	No existing residents would be displaced with development of the Project.
<u>Commercial</u>	
2-1.1: New commercial uses shall be located in existing established commercial areas or existing shopping centers.	The Project, which includes retail/commercial space, is surrounded by a variety of mixed land uses, including established commercial uses along Santa Fe Avenue and throughout the Artist-in-Residence District.

Table B-4 (Continued)

## Project Consistency With Central City North Community Plan Policies

Policy	Analysis of Consistency
2-1.4: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.	The Project would be visually compatible with the existing uses in the surrounding Artists-in-Residence District as the Project would be designed and developed in accordance with the design policies in Chapter V, Urban Design, of the Central City North Community Plan. In addition, the site's irregular shape and corresponding building architecture would result in a visually attractive unique and distinctive design.
2-2.2: New development needs to add to and enhance the existing pedestrian street activity.	The Project would be developed in accordance with the design standards established for pedestrian oriented areas in Chapter V, Urban Design, of the Central City North Community Plan. The existing site does not provide sidewalks or a streetscape that is conducive to pedestrian activity. The Project would add sidewalks, a retail/commercial plaza area, and landscaping that would create pedestrian street activity in the Project area, and compliment existing residential and educational uses on the west side of Santa Fe Avenue.
2-2.3: Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.	The retail/commercial component of the Project would be located around a plaza area along Santa Fe Avenue. The retail/commercial component would be located on the ground floor within the southern half of the project site.
2-4.1: Require that any proposed development be designed to enhance and be compatible with adjacent development.	Please refer to discussion under Policy 2-1.4, above.
<u>Industrial</u>	
3-2.1: Support the existing artists-in-residence in Central City North as a cultural resource for the community.	The Project would replace an existing asphalt paved area void of any above ground structures or known cultural resources. Furthermore, the Project would support the Artists-in-Residence goal of implementing joint living and working quarters.
3-3.1: The numerous large rail yards and other industrially planned parcels located in predominantly industrial areas should be protected from development by other uses which do not support the industrial base of the City and the community.	The Project would not replace any industrial uses, including the adjacent MTA rail yard site. Existing parking for the MTA site would be removed and replaced as part of the Project. The Project is not located on industrial planned property and would utilize an existing surplus of publicly owned property and return it to a private development use.
<u>Police Protection</u>	
8-1.1: Consult with the Police Department as part of the review of new development projects and proposed land use changes to determine law enforcement needs and demands.	Impacts regarding police protection services would be less than significant. Please refer to Response XIII.b, below, for a discussion of police impacts regarding police protection services.
8-2.2: Insure that landscaping around buildings be placed so as not to impede visibility.	Landscaping would be provided to enhance the visual quality of the site and promote a pedestrian environment, but would be limited in a manner not to impede visibility for security purposes.
8-2.3: Insure adequate lighting around residential, commercial, and industrial buildings in order to improve security.	Adequate lighting in accordance with the LAMC and Central City North Community Plan would be provided for security purposes.

Table B-4 (Continued)

## Project Consistency With Central City North Community Plan Policies

Policy	Analysis of Consistency
<u>Fire Protection</u>	
9-1.1: Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.	Impacts regarding fire protection services would be less than significant. Please refer to Response XIII.a, below, for a discussion of impacts regarding fire protection services.
<u>Non-Motorized Transportation</u>	
13-2.2: Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.	Currently, there are no sidewalks along the east side of Santa Fe Avenue. The proposed sidewalks would be on average approximately 10-feet wide and would include street trees. Sidewalks would be constructed pursuant to applicable requirements in the LAMC, the Central City North Community Plan and/or the Transportation Element of the City's General Plan.
<u>Parking</u>	
14-1.1: Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto the arterial.	The number of parking ingress and egress points would be limited to the proposed parking structures and surface parking lot for the retail/commercial uses.
14-1.2: New parking lots and garages shall be developed in accordance with design standards.	Parking lots and garages would be developed in accordance with the design standards set forth in the LAMC, the Central City North Community Plan and/or the Transportation Element of the City's General Plan.
<u>Capital Improvements</u>	
16-1.1: Maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E".	As discussed in Response X.V.a-b, the Project would not result in significant traffic impacts with implementation of the prescribed mitigation measure. Thus, operational service levels would be consistent with Policy 16-1.1.
<u>Historic and Cultural Resources</u>	
18-1.1: Support the existing artist's community in Central City North as a cultural resource for the community.	Please refer to discussion under Policy 3-2.1, above.

Source: PCR Services Corporation, 2006.

Height District 1-Extra Limited Height District). Section 12.04.09 of the LAMC includes requirements regarding development within the PF zone. With the exception of conditional uses, residential and retail/commercial uses such as those proposed as part of the Project are not permitted under the Public Facilities zoning or land use designation. Pursuant to Section 12.21.1A, Height of Building or Structures, in portions of Height District 1 designated XL, no building or structure shall exceed two stories or 30 feet in height.

The Project is proposing a zone change from the existing PF-1XL designation to C2-2D (Commercial Zone). As a mixed-use project, in a Regional Center Community Plan designation, the provisions of the R5 zone would be applied to calculate density of the Project. The R5 lot



area standards restrict density to one dwelling unit per 200 feet of lot area. As part of the zone change, the Project is requesting an FAR of 3:1, which is consistent with the proposed C2-2D zoning designation. The project site is approximately 175,520 square feet in total lot area. Three times the lot area is 526,560 square feet. The Project proposes to include approximately 413,155 gross square feet of residential (apartment) space and 59,142 gross square feet of retail/commercial space. The total building floor area would be approximately 472,300 gross square feet. Thus, the Project would have an FAR of approximately 2.69, which is consistent with the density and FAR provisions of the proposed zoning designation.

Per LAMC Section 12.21.G(2), new construction projects are required to include 100 square feet of gross open space per studio dwelling unit, 125 square feet of open space per one-bedroom unit and 175 square feet of open space per two-bedroom unit. As the Project proposes to develop 109 studio units (equivalent to the Project's 13 lofts and 96 studio units), 219 one-bedroom units, and 111 two-bedroom units, the Project would be required to provide a total of 57,700 square feet of open space.<sup>40</sup> However, pursuant to Section 12.21 G(2)(a)(iv), projects built at a R5 density are required to develop 50 percent of the total required usable open space. Thus, the Project is required to develop 28,850 square feet of usable open space. The Project would provide approximately 8,600 square feet of open space as part of the pool/deck area, approximately 15,100 square feet of open space in the plaza area(s), and approximately 5,400 square feet of open space in the semi-public gardens. Thus, the Project would provide a total of approximately 29,000 square feet of open space, which is consistent with the City's open space requirements. Pending the final design, the Project may also include additional open space within various terrace and garden areas, as well as within a recreational room(s). In any case, the final design would meet the City's minimum open space requirements.

As discussed in detail in Response XV.f below, development of the Project would meet or exceed the parking requirements set forth in the City of Los Angeles Planning and Zoning Code. The Planning and Code requires the Project to include 632 parking spaces. By agreement with the MTA, the Project is to provide an additional 120 spaces for the MTA's exclusive use. Thus, the Project proposes to include a minimum of 752 spaces up to approximately 790 spaces, pending the final design. Accordingly, the Project would be consistent with the City's parking requirements.

In addition to the land use and zone change, the Project also proposes several actions that would require discretionary approval by the City. Assuming that the identified segment of Santa Fe Avenue has been re-designated and downgraded to a modified Collector Street and an alignment plan has been approved by the LADOT, the Project would request a partial street

<sup>40</sup> *Open space requirements: 109 Studio (109 du x 100 sf = 10,900 sf); 219 one-bedroom (219 du x 125 sf = 27,375 sf); 219 two-bedroom (219 du x 175 sf = 19,425 sf)*

vacation of right-of-way along Santa Fe Avenue to develop the western portion of the project site along Santa Fe Avenue. The street vacation request would be processed through the appropriate vacation proceedings.

Realignment and partial vacation of Santa Fe Avenue would result in a property line that is approximately 60 feet from the western face of the MTA shed building (MTA Building 284), which is located east of the northern half of the project site. Because the proposed parking ramp would be approximately 65 feet in diameter, approximately five feet of air rights above the approximate 10-foot sidewalk would be required. Additionally, the apartment building above the parking structure in Building A would be approximately 60-foot wide and, in accordance with the fire code, would have a three-foot offset from the eastern edge of the parking structure. To achieve this width, a five-foot overhang above the 10-foot wide sidewalk would be required for the Building A component. Thus, the Project would request approximately five feet of air rights along the frontage of Building A. In addition, the project could require side and rear yard variances for those residential portions of the project, if required under L.A. City Planning and Zoning code section 12.14 C 2.

Based on the anticipated approval of the above-described discretionary actions, no adverse impacts would occur with respect to compliance with the LAMC.

### **Metropolitan Transportation Authority**

The MTA administers the CMP, a state-mandated program designed to address the impact urban congestion has on local communities and the region as a whole. The CMP, revised in 1997, includes a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county-wide computer model to evaluate traffic congestion and recommend relief strategies and actions. The primary goal of the CMP is to reduce traffic congestion in order to enhance the economic vitality and quality of life for affected communities.

The traffic impacts associated with the Project are discussed fully in Section XV, Transportation/Circulation, below. As discussed therein, development of the Project would not result in significant unmitigable impacts to intersections or residential streets in the area, and significant traffic impacts to the CMP road network would not occur. As such, the Project would be consistent with the CMP. Please refer to Responses XV.a. and XV.b for further discussion.

### **Southern California Association of Governments**

The project site is also within the planning area of the SCAG. SCAG is a joint powers agency made up of 14 subregions covering six counties. SCAG's RCPG, revised in 1996, contains a general overview of various federal, state, and regional plans that affect the southern California region and serves as a comprehensive planning guide, focusing on growth through the year 2015, and beyond. The primary goals of the RCPG are to improve the standard of living, enhance the quality of life, and promote social equity. In the RCPG, issues related to land use and development are addressed in the Growth Management chapter. Table B-5 on page B-65 provides an analysis of Project consistency with applicable RCPG policies. As shown in the table, the Project would be consistent with the applicable policies set forth in the RCPG.

### **South Coast Air Quality Management District**

The project site is located within the South Coast Air Basin, making it subject to policies set forth by the SCAQMD. The SCAQMD, in conjunction with SCAG, is responsible for establishing and implementing air pollution control programs throughout the Basin. The SCAQMD's AQMP, amended in 1999, presents strategies for achieving the air quality planning goals set forth in the Federal and California Clean Air Acts, including a comprehensive list of pollution control measures aimed at reducing emissions. Specifically, the AQMP proposes a comprehensive list of pollution control measures aimed at reducing emissions and achieving ambient air quality standards.

The location of the project site between the E. First Street, S. Alameda Street, and Fourth Street commercial corridors would provide opportunities for future residents and retail/commercial workers to make use of public transit and other alternative transportation modes. As discussed in Response No. III.a-c, the Project would not exceed applicable ambient air quality standards or thresholds during construction or operation with implementation of the prescribed mitigation measures. Thus, the Project would not conflict with the AQMP.

### **Conclusion**

Compliance with all of the policies and objectives of applicable land use plans and regulatory instruments that guide development is not always possible for some projects due to pre-existing and inherited building conditions and, in some instances, to certain policies which may conflict internally with others. A request for a discretionary action to amend a plan or zoning to clarify circumstances not contemplated by either does not establish that the associated project is in conflict with the applicable land use plans. Therefore, based on the preceding, with approval of the proposed discretionary actions described above, the Project would not conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project site and impacts would be less than significant.

Table B-5

## Project Consistency With Regional Comprehensive Planning Guide Policies

Applicable Growth Management Policies	Analysis of Consistency
The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	The project site is located in an urban area already served by existing infrastructure and transportation system. The Project would provide new connections to existing utility systems and would include on-site safety and fire prevention measures as well as security features in the buildings that reduce demand for fire and police services. Furthermore, on site amenities, such as private and public open space areas, would be provided for project residents. In addition, on site ingress and egress points would be designed pursuant to all applicable design regulations set forth by the City to ensure that the existing transportation system would not be significantly impacted. Therefore, the Project would not conflict with this RCPG policy.
Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.	The Project is located in the highly urbanized Central City North Community Plan area, which is already served by existing infrastructure. Thus, the Project would minimize infrastructure costs and would make better use of existing facilities compared to similar projects in less centralized locations. Therefore, the Project would be consistent with his RCPG policy.
Support local jurisdictions' efforts to minimize cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	As discussed above, the Proposed Project is located in an urbanized area currently served by local utilities, public services, and transportation systems. The Project would require minor connections to existing infrastructure. Additionally, the Project would maintain and expand property, retail, and other City tax revenues that may be used to support local infrastructure improvements. Thus, the Project would be consistent with this RCPG policy.
Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing rich subregions.	The project site is located within the Central City North Community Plan area, specifically within the Artists-in-Residence District, which has historically been developed with industrial/commercial uses, but is being redeveloped with a variety of mixed-use projects (including residential use) to revitalize the area. By developing new residential uses, the Project would benefit the Downtown area, which is considered to be a job rich area.. Therefore, the Project would be consistent with this RCPG policy.
Encourage existing or proposed local jurisdictions programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	The Project is located in an area well served by public transit provided by the LADOT. By developing residential uses near alternative transit facilities, the Project would encourage the use of alternative transportation. In addition, the Project's sidewalk and streetscape improvements would enhance pedestrian activity and street life in the area. Therefore, the Project would be consistent with this RCPG policy.

Table B-5 (Continued)

## Project Consistency With Regional Comprehensive Planning Guide Policies

Applicable Growth Management Policies	Analysis of Consistency
Encourage local jurisdiction's plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	The Project would redevelop a site currently used as a parking lot with residential and retail/commercial uses. The parking spaces would be replaced as part of the Project. The project site has access to nearby transit facilities. The Project would be consistent with this RCPG policy.
Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems and activity centers.	The project site is located near transit facilities along the First Street, Fourth Street and S. Alameda Street active commercial corridors. As such, the Project would be consistent with this RCPG policy.
Support local jurisdictions strategies to establish mixed-use clusters and other transit oriented developments around transit stations and along transit corridors.	The Project is a mixed-use development that would be located in proximity to public transit facilities along First Street, Fourth Street and S. Alameda Street. As such, the Project would be consistent with this RCPG policy.
Support and encourage settlement patterns which contain a range of urban densities.	The Project would introduce new residential densities within the Artists-in-Residence District, which would be compatible with surrounding residential and commercial uses. The Project would include neighborhood retail/commercial uses that would be complementary to both the adjacent commercial development and the surrounding residential uses. As such, the Project would be consistent with this RCPG policy.
Encourage planned development in locations least likely to cause environmental impact.	The Project would result in the redevelopment of a site located in an urbanized area with existing residential, retail, and other commercial uses. Development of the Project would be compatible with and would provide support to existing and future land uses. Furthermore, the Project would be served by existing infrastructure within the area and would reduce vehicle trips by placing residential uses in close proximity to public transit facilities. Overall, the urbanized location of the Project would minimize the potential for environmental impacts. Therefore, the Project would be consistent with this RCPG policy.
Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measure that would reduce exposure to seismic hazards, minimize earthquake damage and to develop emergency response and recovery plans.	As discussed in Response XI.d, mitigation measures are recommended to minimize construction-related noise levels. No species identified as a candidate, sensitive, or special status species occur on the project site. In addition the project site is developed and located in an urbanized area. The Project would be required to comply with applicable City building standards and regulations with regard to seismic safety to minimize exposure to seismic hazards. As stated in Response VII.g, the Project would maintain adequate access for fire and emergency vehicles as required by the LAFD. Therefore, operation of the Project would not impair implementation or physically

Table B-5 (Continued)

## Project Consistency With Regional Comprehensive Planning Guide Policies

Applicable Growth Management Policies	Analysis of Consistency
Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as public education, housing, health care, child care, social services, recreational facilities, law enforcement, and fire protection.	interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the Project would be consistent with this RCPG policy.  The Project would provide housing that supports the economic future of the region in an area in which the necessary infrastructure is in place. With development of the Project, economic opportunities would increase commencing with construction. In addition, the Project would revitalize an underutilized site through the development of new retail/commercial and residential uses, thereby improving the community's tax base and bringing stability to the area. An increased tax base would allow greater provisions of public services by all members of society. Furthermore, on-site amenities, such as private and public recreation opportunities, would be provided for Project residents. The Project would be consistent with this RCPG policy.

Source: PCR Services Corporation, 2006.

**c. Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** The project site is located within the heavily urbanized community of Los Angeles. No habitat conservation plan or natural community conservation plan apply to the project site or project area. As such, the Project would not conflict with a habitat conservation plan. No impact would occur and no mitigation measures are necessary.

**X. MINERAL RESOURCES**

**Would the project:**

**a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

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

**a. and b. No Impact.** The project site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present,<sup>41</sup> nor is the site

<sup>41</sup> City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS-1.

classified as a mineral producing area by the California Geological Survey (CGS).<sup>42</sup> No mineral extraction operations occur on the site or in the vicinity. Furthermore, the site has been previously developed with urban uses and is currently developed with developed with approximately 98 percent asphalt-paved area and limited areas of disturbed non-landscaped soil, and thus the potential of uncovering mineral resources during project construction is considered low. The Project would not result in the loss of availability of a known mineral resource or a mineral resource recovery site. No impacts would occur, and no mitigation measures are necessary.

## XI. NOISE

**Would the project result in:**

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

**Potentially Significant Impact Unless Mitigation Incorporated.** The LAMC establishes regulations regarding allowable increases in noise levels as a result of Project implementation, both in terms of established noise criteria and construction activities.

The LAMC (Section 111) establishes ambient sound levels for specific land use zones. In accordance with LAMC Section 112.02, a noise level increase of 5 decibels A-weighted (dBA) over the ambient conditions at an adjacent property line is considered a noise violation. The LAMC also allows higher noise levels for noise occurring over relatively short periods of time (i.e., 15 minutes or less). This standard applies to all noise sources except vehicles traveling on public streets and construction noise.

Section 41.40 of the LAMC limits noise levels generated by construction equipment when construction activities are located within 500 feet of a residential zone to 75 dBA, as measured at a distance of 50 feet from the source. Compliance with this standard is only required where “technically feasible.”<sup>43</sup> In addition, the LAMC prohibits construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on

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<sup>42</sup> *State of California Department of Conservation, California Geologic Survey, Map of California Principal Mineral-Producing Localities 1990-2000*

<sup>43</sup> *In accordance with the City of Los Angeles Noise Ordinances, “technically feasible” means that the established noise limitations cannot be complied with at a project site, despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.*

Saturday, and at any time on Sunday. In general, the City of Los Angeles Department of Building and Safety enforces noise ordinance provisions relative to equipment, and the Los Angeles Police Department (LAPD) enforces provisions relative to noise generated by people.

### **City of Los Angeles Guidelines for Noise Compatible Land Use**

Several methods have been devised to relate noise exposure over time to human response. A commonly used noise metric for this type of study is the Community Noise Equivalent Level (CNEL). The CNEL, originally developed for use in the California Airport Noise Regulation, adds a 5 dBA penalty to noise occurring during evening hours from 7:00 P.M. to 10:00 P.M., and a 10 dBA penalty to sounds occurring between the hours of 10:00 P.M. to 7:00 A.M. to account for the increased sensitivity to noise events that occur during the quiet late evening and nighttime periods. Thus, the CNEL noise metric provides a 24-hour average of A-weighted noise levels at a particular location, with an evening and a nighttime adjustment, which reflects increased sensitivity to noise during these times of the day.

In addition to the previously described LAMC provisions, the City has also established noise guidelines that are used for planning purposes. These guidelines are based in part on the community noise compatibility guidelines established by the State Department of Health Services and are intended for use in assessing the compatibility of various land use types with a range of noise levels. As specified in the City of Los Angeles Guidelines for Noise Compatible Land Use, CNEL noise levels for specific land uses are classified into four categories: (1) “clearly acceptable, below 65 dBA” (2) “normally acceptable, 65 to 70 dBA” (3) “normally unacceptable, 70 to 75 dBA” and (4) “clearly unacceptable above 75 dBA” A CNEL value of 70 dBA is considered the dividing line between a “normally acceptable” and “normally unacceptable” noise environment for noise sensitive land uses, including residences, parks, schools, and playgrounds. Table B-6 on page B-71 provides an illustration of land use compatibility for community noise sources.

CNEL increases of less than 3 dBA are not considered an adverse change in the environment, while an increase of between 3 and 5 dBA is generally considered to be an adverse impact and a CNEL increase of greater than 5 dBA is considered a significant impact.

According to Sections 41.40 and 112.04 of the LAMC, the Project would result in a significant noise impact if:

- Construction-related noise levels exceed 75 dBA at 50 feet when construction activities are located within 500 feet of any residential zone or residence unless technically feasible mitigation measures are incorporated;



- Project operations, including on-site activities and roadway noise, increase noise levels at adjacent sensitive receptors by 3 dBA (CNEL) or more resulting in a change in the community noise classification from the “normally acceptable” to the “normally unacceptable” category or by 5 dBA (CNEL) or more if project operations do not degrade community noise levels beyond the “normally acceptable” category; or
- Proposed residential uses exceed an exterior noise level of 70 dBA CNEL for outdoor living areas (excluding balconies) without achieving an interior noise level of 45 dBA CNEL.

### **Existing Conditions**

The Project is located in a highly urbanized area, consisting primarily of commercial and light industrial uses. Some of the commercial/industrial buildings in the surrounding area have been at least partially converted to residential use. Directly east of the project site are the MTA maintenance facilities and maintenance yards. The project site is bordered on the west by Santa Fe Avenue, which is lined on the western side with commercial buildings, portions of which have been converted to residential lofts at 201 and 215/255 Santa Fe Avenue between E. Second Street and E. Third Street. On the northern side of the First Street Bridge are a number of multi-story commercial/light industrial buildings on the eastern and western sides of Santa Fe Avenue. At least two of the buildings have been at least partially converted to loft-style residential units. Rail activity within the MTA maintenance facilities and maintenance yards along with traffic along Santa Fe Avenue and the First Street Bridge are the predominate sources of noise within the vicinity of the project site. Additional noise sources within the area include commercial and light industrial activities (e.g., loading docks and refuse collection).

To characterize the existing noise environment on the project site, a series of 24-hour ambient sound measurements were conducted from September 15th through September 18<sup>th</sup>, 2006 at three monitoring positions discussed below, and depicted in Figure B-2 on page B-72:

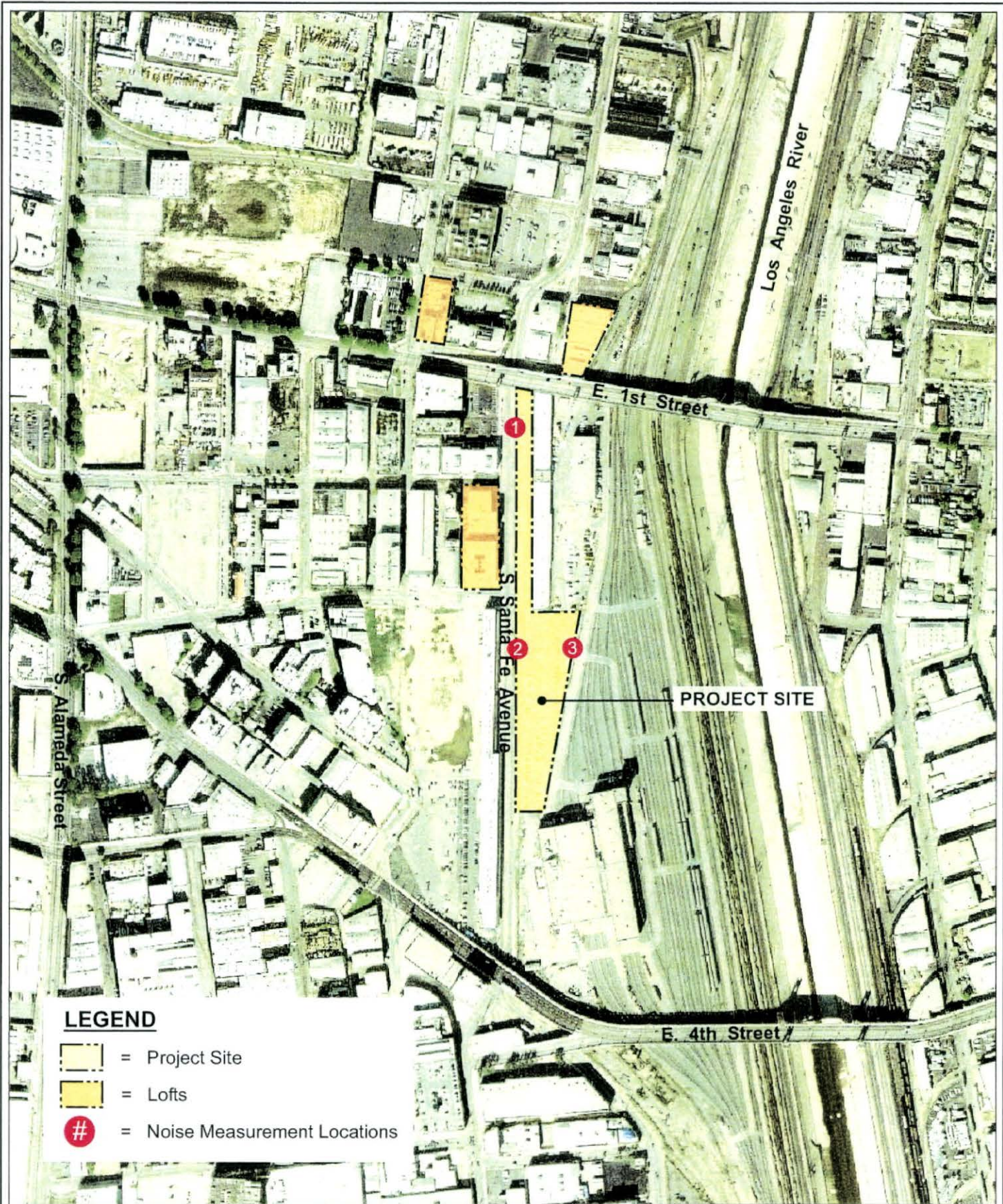
- Measurement Location 1: The sound level meter was placed on the northwestern boundary of the project site within the MTA maintenance yard near the First Street Bridge.
- Measurement Location 2: The sound level meter was placed on the western boundary of the project site within the MTA parking lot near Santa Fe Avenue.
- Measurement Location 3: The sound level meter was placed on the eastern boundary of the project site within the MTA parking lot near the MTA maintenance facilities and rail yards.

Table B-6

## Land Use Compatibility for Community Noise Sources

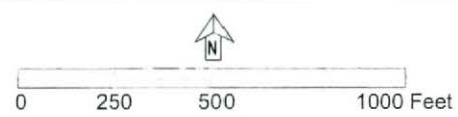
Land Use Category	Noise Exposure ( $L_{dn}$ or CNEL, dBA)					
	55	60	65	70	75	80
Residential – Low-Density Single-Family, Duplex, Mobile Homes						
Residential – Multiple Family						
Transient Lodging – Motel, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditorium, Concert Hall, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						
	<i>NORMALLY ACCEPTABLE: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</i>					
	<i>CONDITIONALLY ACCEPTABLE: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.</i>					
	<i>NORMALLY UNACCEPTABLE: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.</i>					
	<i>CLEARLY UNACCEPTABLE: New construction or development should generally not be undertaken. Construction costs to make the indoor environmental acceptable would be prohibitive and the outdoor environment would not be usable.</i>					
Source: State of California, General Plan Guidelines, Governor's Office of Planning and Research, 2003						

These locations provide a representative characterization of the noise conditions within the project site that can potentially be affected by traffic along Santa Fe Avenue and the First Street Bridge and rail activity within the MTA maintenance facilities and rail yards. Comprehensive sound measurement data is summarized in Table B-7 on page B-73. As shown in Table B-7, the measured CNEL at Location 1 ranged from 66.7 to 69.8 dBA in which the



**LEGEND**

-  = Project Site
-  = Lofts
-  = Noise Measurement Locations



Source: USGS, 2004 and PCR Services Corporation, 2006.

Figure B-2  
Noise Measurement Locations



Table B-7

Summary of Ambient Noise Measurement Data (dBA) <sup>a</sup>

Measurement Location	Daytime Hourly Ambient L <sub>eq</sub> <sup>b</sup>			Nighttime Hourly Ambient L <sub>eq</sub> <sup>b</sup>			CNEL <sup>c</sup>
	Avg.	Min.	Max.	Avg.	Min.	Max.	
Location 1							
September 15, 2006	65.7	63.5	67.9	62.3	59.8	64.0	69.8
September 16, 2006	61.6	59	64.3	62.3	59.5	65.4	68.9
September 17, 2006	60.9	59.3	63.5	59.9	57.3	61.8	66.7
September 18, 2006	64.9	62.2	66.4	60.4	56.9	63.3	68.3
Location 2							
September 15, 2006	66.2	63.9	68	62.6	59.7	64.7	70.2
September 16, 2006	62.4	56.1	64.9	62.8	60.9	64.9	69.5
September 17, 2006	62	60.5	63.5	61.2	59.5	62.9	68.1
September 18, 2006	65.5	62.8	67.9	61.9	58.7	65.8	69.4
Location 3							
September 15, 2006	59.7	57.9	61.3	57.7	55	61.2	64.8
September 16, 2006	57.6	54.2	63.1	58	56.6	60.4	64.8
September 17, 2006	57.6	53.5	61.8	58.4	56.1	61.6	64.9
September 18, 2006	59.2	56.9	60.9	59.8	55.0	62.9	66.3

<sup>a</sup> Based on ambient sound measurements that were conducted from September 15 - 18, 2006 using a Larson-Davis 820 Type 1 Integrating Sound Level Meter. Noise measurement data is provided in Appendix E of this document.

<sup>b</sup> Daytime hours are from 7 A.M. to 10 P.M. and Nighttime hours are from 10 P.M. to 7 A.M.

<sup>c</sup> Includes a 5 dBA penalty to noise occurring during evening hours from 7:00 P.M. to 10:00 P.M., and a 10 dBA penalty to sounds occurring between the hours of 10:00 P.M. to 7:00 A.M. to account for the increased sensitivity to noise events that occur during the quiet late evening and nighttime periods.

Source: PCR Services Corporation, 2006.

primary source of noise was traffic along the First Street Bridge. However, noise within the maintenance yard also contributed to the overall noise level. The measured CNEL at Location 2 ranged from 68.1 to 70.2 dBA in which the primary source of noise was traffic along Santa Fe Avenue. However, noise within the parking lot also contributed to the overall noise level and this source of noise would be limited with implementation of the Project. The measured CNEL at Location 3 ranged from 64.8 to 66.3 dBA in which the primary source of noise was rail activity within the MTA maintenance facilities and rail yards. According to the City of Los Angeles Guidelines for Compatible Land Use, the project site is generally considered "conditionally acceptable." New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Table B-8

## Calculated Future Traffic Noise Levels at Project Buildout

Roadway Segment	Calculated Future CNEL at 25 feet from Right-of-Way (dBA)				
	Existing	Future No Project	Future With Project	Project Impact	Cumulative Impact
Santa Fe Avenue					
South of Third Street	63.4	65.6	65.9	0.3	2.5
North of Third Street	63.3	65.9	66.2	0.3	2.9
Third Street					
West of Santa Fe Avenue	54.7	58.6	59.2	0.6	4.5
First Street					
East of Vignes Street	66.1	66.6	66.8	0.2	0.7
West of Vignes Street	66.0	66.6	66.6	0.1	0.6

*Note: Noise modeling output files and assumptions, which include traffic volumes and vehicular fleet mix, are detailed in Appendix E of this document.*

*Source: PCR Services Corporation, 2006.*

levels beyond the “normally acceptable” category. Thus, impacts would be less than significant and no mitigation measures are necessary.

### Noise/Land Use Compatibility Impacts

Based on the ambient noise monitoring data provided in Table B-5 and predicted roadway traffic noise levels along Santa Fe Avenue, the Project would introduce noise sensitive uses (i.e., residential uses) within an elevated ambient noise environment. As a result, mitigation measures are prescribed to ensure that the proposed residential uses would not be exposed to noise levels that exceed the City of Los Angeles requirements. However, it should be noted that these standards are met on a 24-hour CNEL level. This does not take into account the peak noise that may be produced by train or vehicular traffic passing by the project site. However, because of the events being spread out throughout the day, the project site would meet the CNEL standards with incorporation of the prescribed mitigation measures.

#### Mitigation Measures:

- Noise-4 The building shell construction, i.e., exterior wall assembly, windows, doors, and roof assembly, shall be designed with minimum Sound Transmission Class (STC) rating of 35 or as required to meet the interior noise level of 45 dBA.

Noise-5 The building final design shall be reviewed by a certified acoustical consultant to ensure that the building design provides adequate sound insulation to meet the 45 dBA CNEL at the interior of the units, per Building Code requirements.

**b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Less Than Significant Impact.** The Project would be constructed using typical construction techniques. As such, it is anticipated that the equipment to be used during construction would not cause excessive groundborne noise or vibration. Post-construction on-site activities would be limited to residential uses that would not generate excessive groundborne noise or vibration. While the Project would not generate any potential off-site impacts, further analysis was conducted to determine whether the location of proposed residential uses would be impacted from off-site sources (e.g., trains).

The City of Los Angeles does not address vibration either in the LAMC or in the Noise Element of the General Plan. There are no Federal Highway Administration (FHWA) or State standards for vibrations. According to Caltrans' Transportation Related Earthborne Vibrations, the traditional view has been that highway traffic and construction vibration pose no threat to buildings and structures or annoyance at a level below discomfort.

The U.S. Department of Transportation Federal Transit Administration (FTA) provides criteria for acceptable levels of groundborne vibration for various types of special buildings that are sensitive to vibration as shown in Table B-9 on page B-78. The criteria for an impact from groundborne vibration and noise are based on the maximum levels of a single event. It describes observed human reaction to various peak levels of vibration in the vertical direction at various frequent and infrequent vibration levels. Traffic is considered frequent, but for train impacts the infrequent event limit is considered more appropriate because the locomotive event lasts only a few seconds. These criteria are used by Caltrans to evaluate the severity of vibrations problems.

Metrolink and Amtrak reported that approximately 70 trains pass near the project site per day along the main line tracks between 410 and 720 feet from the project site.<sup>45</sup> In addition, there would also be train operations from BNSF (Northern Burlington Santa Fe) Rail Company. Based on the noise measurement data collected from September 15<sup>th</sup> through September 18<sup>th</sup>, 2006, approximately 16 trains (four trains per day) passed along the closest rail spur adjacent to the project site.

<sup>45</sup> *Personal Correspondence, Wade Smith, Amtrak, August 26, 2006 and Laurene Lopez, Metrolink, August 8, 2006.*

Table B-9

## FTA Groundborne Vibration and Noise Impact Criteria

Land Use Category	Groundborne Vibration Impact Levels (VdB re 1 micro inch/second)		Groundborne Noise Impact Levels (dBA re 20 micro Pascals)	
	Frequent Events <sup>a</sup>	Infrequent Events <sup>b</sup>	Frequent Events <sup>a</sup>	Infrequent Events <sup>b</sup>
Category 1: Buildings where low ambient vibration is essential for interior operations.	65 VdB <sup>c</sup>	65 VdB <sup>c</sup>	<sup>d</sup>	<sup>d</sup>
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	35 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	83 VdB	40 dBA	48 dBA

<sup>a</sup> Frequent events are defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.

<sup>b</sup> Infrequent events are defined as fewer than 70 vibration events per day. This category includes most commuter rail systems.

<sup>c</sup> This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

<sup>d</sup> Vibration-sensitive equipment is not sensitive to groundborne noise.

Source: FTA Transit Noise and Vibration Impact Assessment Guidance Manual (April 1995)  
<http://ntl.bts.gov/data/rail05/rail05.html>

According to the FTA groundborne and noise impact criteria for residential areas, a groundborne vibration of up to 72 VdB is acceptable for frequent events (i.e., more than 70 vibration events per day). The FTA provides a screening level procedure based on curves as a function of distance from track, train type, train speed, track and wheel condition and, type of building and ground type. This screening procedure provides a simplified method for assessing groundborne vibration impacts for residential development. The main rail road tracks used by Metrolink, Amtrak, and BNSF are approximately 420 feet from the nearest proposed buildings. According to this approach, it is expected that the vibration levels at the ground level will be less than 70 VdB at the proposed building site. There are rail spurs at the MTA maintenance yard, which are approximately 60 feet from the nearest proposed units. However, these spurs are only used for moving train engines/cars into the maintenance building for service and would travel at slow speed, 10 mph or less. Based on FTA procedure, it is estimated that the vibration due to the activities at the nearest rail spur would be less than 70 VdB. Therefore, the nearest units would not be expected to experience significant groundborne vibration impacts. In summary, less than significant impacts would occur and no mitigation measures are required.



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

**Less Than Significant Impact.** Project operations would affect the noise environment via motor vehicle travel and on-site stationary noise sources. Motor vehicle travel on local roadways attributable to the Project, as discussed above in Response XI.a, would have a less than significant impact on community noise levels. Noise levels associated with on-site operations (e.g., parking and rooftop mechanical equipment) are also considered less than significant as discussed above in Response XI.a.

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

**Potentially Significant Unless Mitigation Incorporated.** Construction-period noise impacts are discussed in Response XI.a. Noise generated by on-site construction activities would have a less than significant impact on surrounding uses with incorporation of the prescribed mitigation measures.

**e. For a project located within an airport land use plan, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The project site is not located within an airport land use plan area or within two miles of a public airport or public use airport. Therefore, construction or operation of the Project would not expose people to excessive airport related noise levels. No mitigation measures are necessary.

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

**No Impact.** The project site is not located within the vicinity of a private airstrip, or heliport or helistop. Therefore, the Project would not expose people residing or working in the project area to excessive noise levels from such uses. No mitigation measures are required.

## XII. POPULATION AND HOUSING

### Would the project:

- a. **Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**Less Than Significant Impact.** The Project would include approximately 439 apartment units, approximately 27,520 gross square feet of retail/commercial space, and 17 live-work units totaling approximately 27,370 gross square feet of commercial live-work space (includes office and lobby space). According to the 2000 Census, the average household size for Census Tract 2060.40 is 2.81 persons.<sup>46</sup> Based on this estimated household size, the Project's 439 apartments would generate approximately 1,234 new residents at full occupancy. In addition, if the 17 live-work units were fully occupied by residents, these units could potentially be occupied by up to approximately 48 residents. It is not anticipated that the 17 live-work lofts would be occupied by this number of residents. However, for purposes on analyzing "worse-case" environmental impacts in this document, it is assumed the live-work lofts are fully occupied by 48 residents. Thus, the Project's residential population is assumed to be approximately 1,282 residents. Based on the latest demographic data available for the City of Los Angeles, the population was estimated to be 3.9 million persons.<sup>47</sup> More specifically, the population of the Central City North Community Plan area is estimated to be 26,639 persons.<sup>48</sup> The comparatively small additional residential population resulting from the proposed project represents less than 1 percent and 5 percent of total population in the City of Los Angeles and Central City North Community Plan area, respectively.

Based on a generation factor of one employee per 500 square feet of retail/commercial component of the Project would include approximately 55 employees.<sup>49</sup> While there would be an increase in the number of employees generated by the Project when compared to existing conditions, the increase in employees would not result in a substantial increase in population growth. Furthermore, Project implementation would not result in indirect growth through the extension of existing roads or infrastructure. As such, impacts would be less than significant and no mitigation measures are necessary.

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<sup>46</sup> *US Census, American FactFinder, accessed online via <http://factfinder.census.gov>, July 2006.*

<sup>47</sup> *California Dept. of Finance; Demographic Research Unit, January 1, 2006.*

<sup>48</sup> *City of Los Angeles website: <http://cityplanning.lacity.org/> Population estimate is for year 2004.*

<sup>49</sup> *Based on data provided in the Institute of Transportation Engineers .Seventh Edition, 2003.*

- b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?**
- c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?**

**b. and c. No Impact.** The project site is currently developed with asphalt-paved area and limited areas of disturbed non-landscaped soil. The project site does not contain any residential units. As such, development of the Project would not displace any existing residences. Therefore, no impact would occur to existing housing due to Project implementation, and no mitigation measures are necessary.

### **XIII. PUBLIC SERVICES**

**Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

- a. Fire protection.**

**Less Than Significant Impact.** The Los Angeles Fire Department (LAFD) provides fire protection to the site. There are two existing stations and one fire station under construction within approximately 1.5 miles from the project site. The nearest fire station is Fire Station No. 4, which is currently under construction and scheduled to open in April 2008. Fire Station No. 4 is located at 450 East Temple Street in the Civic Center, approximately 0.5 miles northwest of the project site. Fire Station No. 9, located at 430 E. Seventh Street in Central City, is approximately 1.5 miles southwest of the project site. Fire Station No. 17, located at 1601 S. Santa Fe Avenue in the Industrial Eastside, is approximately 1.5 miles south of the project site. Fire Station No. 4 would be staffed with 18 members at all times. Fire Station Nos. 9 and 17 are staffed with 17 and 15 members, respectively, at all times. The fire stations are within the response distance for residential land uses of one and a half miles for an engine company as specified by LAMC Section 57.09.07. In addition, the project site is not located in a high fire hazard area, as designated by the City of Los Angeles.

As discussed in Response to Checklist Question XII.a, the total estimated occupancy of the proposed dwelling units would be approximately 1,282 residents and the commercial component would include approximately 55 employees. Overall, the Project would increase floor area, increase the number of employees on the project site, introduce a residential population, as well as result in an increase in the daytime population (i.e., patrons, visitors), thus

creating a greater demand for LAFD services. However, the proposed residential and retail/commercial uses would comply with the applicable provisions of the City's Fire and Building Codes, including the installation of fire sprinklers, and water line improvements and connections as required, to ensure that fire flows would be adequate to serve the proposed development. Furthermore, with the exception of utility line connections, project construction and staging would be confined to the site and, therefore, would not interfere with LAFD access to surrounding properties.

Pursuant to the City's Fire and Building Codes, the Project design would include minimum design standards to maintain adequate emergency access throughout the life of the Project. Since these minimum design standards would be met as part of the Project design, less than significant impacts would occur regarding fire access to the project site. Nonetheless, to ensure that the Project meets minimum fire safety design features as required by the Fire Department and/or Department of Building and Safety, Mitigation Measure PS-1 has been prescribed.

### **Mitigation Measures**

- PS-1 The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features, unless otherwise approved and/or modified by the Fire Department and/or Department of Building and Safety: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

#### **b. Police protection.**

**Less Than Significant Impact.** The City of Los Angeles Police Department (LAPD) provides police protection to the site and the surrounding area. The Central Community Police Station is located at 251 East Sixth Street, approximately 1.3 miles southwest of the site. This station serves a community area encompassing approximately 4.83 square miles, and contains a population of approximately 44,000 residents.<sup>30</sup> The station currently has approximately 323 sworn officers. The current response times to calls for service is approximately 6.3 minutes.

<sup>30</sup> Letter correspondence from Andrew J. Smith, Captain, Commanding Officer Central Area with the Los Angeles Police Department, dated August 31, 2006.

Construction activities could result in service calls to the site for such crimes such as vandalism, theft, etc. if the site is not properly secured. The new permanent residential and temporary daytime populations associated with the Project would also increase the demand for police protection services in the area. As discussed in Response to Checklist Question XII.a, the total estimated occupancy of the proposed project would be approximately 1,282 residents and 55 employees. Given the size of the existing Central Community Station service population, full occupancy of the Project would not substantially reduce the officer to population ratio, nor would the additional demand substantially affect the provision of police services. The proposed Project would include security personnel, as well as security features such as controlled access to parking garage and residential floors, locks and alarms on the restaurant bays, and nighttime security lighting, which would reduce the demand for police protection. In addition, construction and staging of the Project would be confined to the site, with the exception of possible utility line connections and improvements to Santa Fe Avenue. However, access would be maintained along Santa Fe Avenue during project construction. Therefore, the Project would not interfere with LAPD access to surrounding properties or affect police response times. As such, the Project would not result in less than significant impacts associated with the provision of police protection services. Nonetheless, the following mitigation measures are prescribed pursuant to recommendations by the LAPD.

**Mitigation Measures:**

- PS-2      The project site shall contain sufficient security staffing during all hours to prevent thefts of materials to minimize criminal activity during construction and operation of the Project.
- PS-3      The applicant in coordination with the Los Angeles Department of Transportation shall prepare a construction traffic plan to ensure that construction vehicles do not impair access along local roadways in the project area. The plan shall illustrate the locations of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties.

**c. Schools.**

**Less Than Significant Impact.** The project site is located within the service boundaries of the Los Angeles Unified School District (LAUSD). Utah Elementary School (K-7), Hollenbeck Middle School (6-8), and Belmont Senior High School (9-12) would serve the project site. Utah Elementary School is located at 255 Gabriel Garcia Marquez Street, approximately 0.5 miles northeast of the project site. Hollenbeck Middle School is located at 2510 E. Sixth Street, approximately 1.3 miles southeast of the project site. Belmont Senior High

School is located at 1575 West Second Street, approximately 2.0 miles northwest of the project site. The current enrollment and capacity of these schools is shown in Table B-10 on page B-85.

Utah Elementary School and Hollenbeck Middle School operate on a traditional school 1-Track calendar year. However, Belmont Senior High School operates on a multi-track (3-Track) year-round calendar system called "Concept 6." This system divides the student population into three tracks with 165 instructional days of which two tracks attend the school at one time. All of the students complete the academic year in stages without straining a school's facilities all at one time. The three-track, year-round program is estimated by the California Department of Education to increase the enrollment capacity of a school by approximately 33 percent.<sup>51</sup> By July 2012, the use of the Concept 6 calendar will be prohibited, however, LAUSD's New School Construction Program would be implemented, which consists of a systematic approach to relieving overcrowding through the construction of new classroom seats. As of January 2005, the program was valued at over \$9.2 billion and is anticipated to deliver approximately 170,000 new seats by the end of 2012. The New Construction Program would in part be used to relieve the District of the year-round Concept 6 calendar.<sup>52</sup>

Student generation from the Project is estimated with student generation data from LAUSD for multi-family attached dwelling units as summarized in Table B-11 on page B-85. As shown in Table B-11, the project would generate approximately 201 students as a result of the proposed apartments and live-work units. Given that the Project's retail/commercial component would generate approximately 55 employees, there would be only a nominal number of students associated with Project-generated employees in addition to the residents that would attend the serving schools, stated above.

Based on the capacity data presented in Table B-10, there is available student capacity at Utah Elementary School and Hollenbeck Middle School. At Belmont High School, there is available capacity under the three-track calendar to serve the students generated by the project, which this schools currently implements. However, there is not available capacity at this school under the traditional calendar. As stated above, the LAUSD New School Construction program will add new seats to accommodate the anticipated increase in student enrollment in the LAUSD. Should Belmont High Schools change to a traditional calendar, project implementation could require the construction of new facilities, a major reorganization of students or classrooms, changes to school calendars and/or other appropriate measures by the LAUSD to accommodate the students generated by the project. In accordance with State law, including Government Code Section 65995 and Education Code Section 17620, issuance of building permits for the Proposed Project would require the payment of fees at a specified rate for the funding of improvements

<sup>51</sup> "Year-Round Education Program Guide," California Department of Education School Facilities Planning Division, August 11, 2001.

<sup>52</sup> LA Services Division website: <http://laschools.org/employee/mpd/boundary-changes/>, July 2006.

Table B-10

## Enrollment and Capacity of Project Related Schools

School	Operating Capacity 2005-2006		Enrollment 2005-2006 <sup>a</sup>	Available Capacity	
	Traditional	Three-Track	Traditional	Traditional	Three-Track
Utah Elementary School <sup>a</sup>	800	NA	536	264	NA
Hollenbeck Middle School <sup>b</sup>	2,900	NA	2,635 <sup>c</sup>	265	NA
Belmont High School <sup>d</sup>	4,915	6,537 <sup>e</sup>	4,941	-26	1,596

<sup>a</sup> Erik Medina, Assistant Principal of Utah Elementary School, September 27, 2006

<sup>b</sup> Alex Campos, Assistant Principal of Hollenbeck Middle School, September 27, 2006

<sup>c</sup> Includes students from magnet school(s)

<sup>d</sup> Rand Yudelevitch, Senior Boundary Coordinator for LAUSD, May 2006

<sup>e</sup> Belmont High School is year-round; thus, the three-track capacity is approximately 133 percent of traditional capacity.

Source: Refer to footnotes above.

Table B-11

## Potential School Age Residents of Project

Residential Component		Student Generation Rate per Dwelling Unit <sup>a</sup>	Potential Student Residents of Project
Number of Dwelling Units	School Level		
456 <sup>b</sup>	Elementary	0.2396	109
	Middle	0.107	49
	Senior	0.0933	43
<b>Total Students (Multi-Family)</b>			<b>201</b>

<sup>a</sup> LAUSD Student Generation Rates, School Facilities Needs Analysis, Table 3, September 9, 2004.

<sup>b</sup> Assumes that the 439 apartment units and 17 live-work units have school aged-children.

Source: PCR Services Corporation, September 2006.

and expansion to school facilities. In accordance with Senate Bill 50 (SB 50), enacted in 1998, the payment of this fee is deemed to provide full and complete mitigation for impacts to school facilities. Since the Project would pay applicable school fees, impacts to schools would be less than significant. Nonetheless, Mitigation Measure PS-4 is prescribed to ensure that the Project complies with applicable regulatory requirements regarding school fees pursuant to State Law.

**Mitigation Measures:**

- PS-4 The Applicant shall pay school fees as established by law to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

**d. Parks.**

**Less Than Significant Impact.** The Project would introduce a new residential population in an existing neighborhood served by City, County, and State parks located throughout the region. There are numerous recreation parks within a one-mile radius of the project site as follows:

- Pecan Playground - located at the southeast corner of S. Gless Street and E. First Street. Approximately 0.6 miles east of the project site;
- Hollenbeck Park - located southeast of the intersection of Fourth Street and the Santa Ana Freeway. Approximately 1.0 mile southeast of the project site;
- Prospect Park - located at the intersection of Echandia Street and Judson Street. Approximately 1.0 mile northeast of the project site; and
- El Pueblo de Los Angeles Historic Park - located northwest of the intersection of Alameda Street and the Hollywood Freeway. Approximately 0.7 miles northwest of the project site.

In addition to the above referenced park sites, there are pedestrian/bicycle trails that run along the L.A. River. While the Project's resident population would be expected to utilize existing neighborhood and regional parks in the surrounding area, the introduction of this relatively small population in comparison with the local and regional service populations would not substantially affect park facilities.

As discussed in Response IX.b, LAMC Section 12.21.G(2) requires new construction projects to include 100 square feet of gross open space per studio dwelling unit, 125 square feet of open space per one-bedroom unit and 175 square feet of open space per two-bedroom unit. Based on these requirements, the Project would be required to provide a total of 57,700 square feet of open space.<sup>53</sup> However, pursuant to Section 12.21 G(2)(a1)(iv), project's built at a R5

<sup>53</sup> *Open space requirements: 109 Studio (109 du x 100 sf = 10,900 sf); 219 one-bedroom (219 du x 125 sf = 27,375 sf); 219 two-bedroom (219 du x 175 sf = 19,425 sf)*



density are required to develop 50 percent of the total required usable open space. Thus, the Project is required to develop 28,850 square feet of usable open space. The Project would provide approximately 8,600 square feet of opens space as part of the pool/deck area, approximately 15,100 square feet of open space in the plaza area(s), and approximately 5,400 square feet of open space in the semi-public gardens. Thus, the Project would provide a total of approximately 29,000 square feet of open space, which exceeds the City's open space requirements. Thus, impacts would be less than significant. Nonetheless, pursuant to Section 12.33 of the LAMC, the Project would be required to pay recreation and park fees because of the proposed zone change. To ensure that Applicant pays applicable Quimby park fees, Mitigation Measure PS-5 has been prescribed.

**Mitigation Measures:**

PS-5 Per Section 17.12-A of the LA Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.

**e. Other governmental services (including roads).**

**Less Than Significant Impact.** As discussed in Section XV, Transportation/Circulation, the Project would result in additional vehicle trips associated with construction and operation, and as a result would require the applicant to install a new traffic signal or other comparable traffic mitigation improvement at the intersection of Santa Fe Avenue and Third Street, pursuant to Mitigation Measures TRAF-1. Implementation of the prescribed traffic mitigation measure would not substantially increase the demand for City services beyond existing conditions.

In addition, the Los Angeles Public Library (LAPL) provides library services to the City of Los Angeles. The project may generate demand for nearby Los Angeles Public Library facilities including the Central Library located at 630 West Fifth Street approximately 1.5 miles west of the project site. Other nearby library branches include the Benjamin Franklin Branch Library located at 220 E. First Street approximately 1.2 miles east, and the Malabar Branch Library located at 2801 Wabash Avenue approximately 2.0 miles east of the project site. The Project population would not result in a significant increase to the service area over the service capacity of the serving libraries. As such, the Project would not result in significant adverse impacts to libraries, and no mitigation measures would be required.

In summary, less than significant impacts regarding other governmental services to the project site would occur and no mitigation measures are necessary.

**XIV. RECREATION.**

- a. **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**Less Than Significant Impact.** Please refer to Responses IX.b and XIII.d, above.

- b. **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**Less Than Significant Impact.** Please refer to Response to Checklist Questions IX.b and XIII.d, above.

**XV. TRANSPORTATION/CIRCULATION**

**Would the project:**

- a. **Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?**

**Potentially Significant Impact Unless Mitigated.** The following analysis of traffic impacts associated with development of the Project is based on the *Traffic Impact Study for One Santa Fe, Mixed-Use Project at 100-300 South Santa Fe Avenue, City of Los Angeles*, prepared by Crain and Associates, in September 2006. The Traffic Study is included as Appendix F of this document. The Traffic Study assumes the Project consists of 442 apartment units, 17 live/work units totaling approximately 27,260 square feet (including the rental office and lobby area) and 25,000 square feet of retail use. Since the Traffic Study was prepared, the Project has been modified to include approximately 439 apartment units, approximately 17 live-work units totaling approximately 27,370 gross square feet (includes approximately 2,610 square feet of office and lobby space) and approximately 27,520 gross square feet of retail/commercial space. Due to the incremental change in trip generation from the 2,000 square foot increase in retail/commercial use and decrease of three dwelling units as part of the Proposed Project, the traffic impact conclusions and mitigation discussed in the Traffic Study is consistent with the proposed Project.

The Traffic Study was prepared in accordance with the assumptions, methodology, and procedures approved by the City of Los Angeles Department of Transportation (LADOT). The report presents the results of an analysis of existing (2006) and future (2009) traffic conditions

with and without the project. The analysis contains a detailed evaluation of traffic conditions during the A.M. and P.M. peak hours at the following 10 study intersections:

- Alameda Street and Temple Street (signalized with ATSAC)<sup>54</sup>
- Alameda Street and First Street (signalized with ATSAC)
- Alameda Street and Second Street (signalized with ATSAC)
- Alameda Street and Third Street/Fourth Place (signalized with ATSAC)
- Vignes Street and Ramirez Street (signalized)
- Garey Street/US 101 SB On-Ramp and Commercial Street (signalization in 2006)
- Vignes Street and First Street (signalized with ATSAC)
- Center Street and Commercial Street (stop-signed controlled)
- Santa Fe Avenue and Third Street (stop-signed controlled)
- Santa Fe Avenue and Mateo Street (stop-signed controlled)

The locations of these study intersections relative to the Project are shown in Figure B-3 on page B-90. These locations include the key intersections located along the primary access routes to and from the site, and are expected to be most directly impacted by project traffic.

### **Traffic Analysis Methodology**

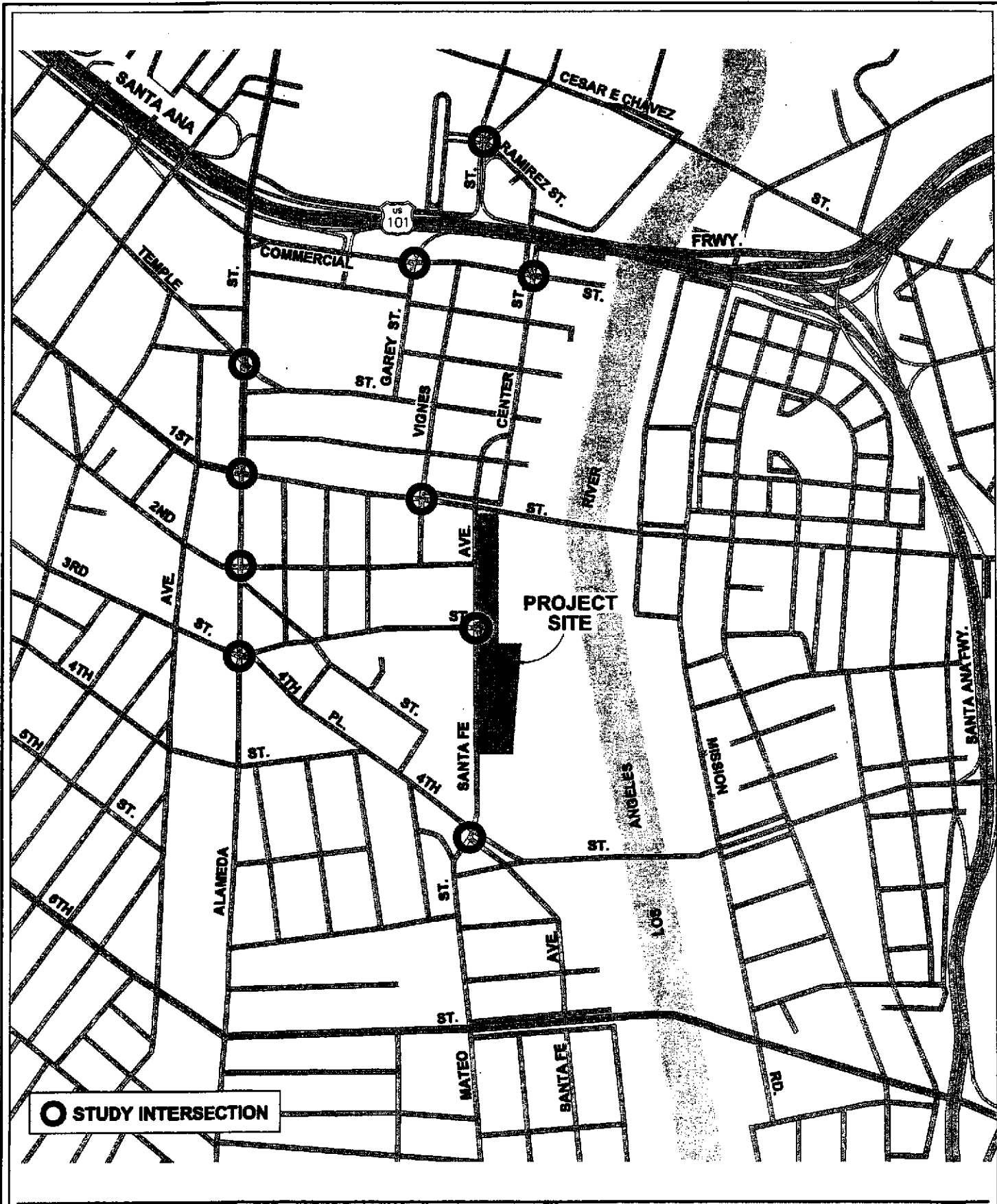
Five of the ten study intersections are currently signalized. A traffic signal at the intersection of Garey Street/US 101 SB on-ramp and Commercial Street has been installed and will be operational shortly. Most of these signalized intersections operate under the City's Automated Traffic Surveillance and Control System (ATSAC). The ATSAC system provides computer monitoring of traffic demand at signalized intersections within the system, and modifies traffic signal timing in real time to maximize capacity and decrease delay.

The methodology used for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in Circular Number 212 of the Transportation Research Board.<sup>55</sup> In the discussion of Critical Movement Analysis (CMA) for signalized intersections, procedures have been developed for determining operating characteristics of an intersection in terms of the "Level of Service" (LOS) provided for different levels of traffic volume and other variables, such as the number of signal phases. The term "Level of Service" describes the quality of traffic flow. LOS A to C operates well. LOS D typically is the level for which a metropolitan area street system is designed. LOS E represents volumes at or near the

<sup>54</sup> *ATSAC refers to the City's Automated Traffic Surveillance and Control System.*

<sup>55</sup> *Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.*





○ STUDY INTERSECTION



No scale

Figure B-3  
Study Intersection Map

Source: Crain & Associates, 2006.



capacity of the highway which might result in stoppages of momentary duration and fairly unstable flow. LOS F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in Table B-13 on page B-92 can be used to determine the applicable LOS.

“Capacity” represents the maximum total hourly movement volume of vehicles in the critical lanes which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of LOS E, as indicated in Table B-13. The CMA indices used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the study intersections. For consistency with the CMA methodology, capacities of 1,000 and 1,300 vehicles per hour (VPH) were utilized for all-way and two-way stop-sign controlled intersections, respectively. Thus, the LOS corresponding to a range of CMA values is shown in Table B-12 on page B-92.

### **Existing Traffic Volumes**

Traffic volumes for existing conditions at the 10 study intersections were obtained from manual traffic counts conducted in 2006. The count data was collected during the 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M. weekday peak traffic periods. Peak hour volumes were determined individually for each intersection based on the combined four highest consecutive 15-minute volumes for all vehicular movements at the intersection. Weekday A.M. and P.M. peak hour volumes at the study intersections are illustrated in Figures B-4 and B-5 on pages B-93 and B-94, respectively. The manual intersection traffic count data sheets are provided in Appendix A of the Traffic Study.

### **Existing Traffic Conditions CMA and Levels of Service**

By applying the traffic analysis procedure, described above, to the study intersections, the CMA value and the corresponding LOS for existing traffic conditions were calculated. These basic CMA calculations were adjusted, however, to account for traffic signal enhancements that are not considered in the CMA methodology, such as the City’s ATSAC System. LADOT has determined that this system results in an approximate seven percent increase in capacity over locations where the system is not implemented. Therefore, per LADOT policy, the CMA value calculated using the standard methodology was reduced by 0.070 for existing signalized study intersections, in order to approximate the increase in intersection capacity resulting from the ATSAC implementation.

Table B-12

## Level of Service as a Function of CMA Values

Level of Service	Description of Operating Characteristics	Range of CMA Values
A	Uncongested operations; all vehicles clear in a single cycle	< 0.60
B	Same as above.	>0.60 < 0.70
C	Light congestion; occasional backups on critical approaches	>0.70 < 0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	>0.80 < 0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	>0.90 < 1.00
F	Forced flow with stoppages of long duration.	> 1.00

Source: *Traffic Impact Study for One Santa Fe, Mixed-Use Project at 100-300 South Santa Fe Avenue, City of Los Angeles, prepared by Crain and Associates, September 2006.*

Table B-13

Critical Movement Ranges  
For Determining Levels of Service

Level of Service	Maximum Sum of Critical Volumes (VPH)		
	Two Phase	Three Phase	Four or More Phases
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	N/A	N/A	N/A

<sup>a</sup> For planning applications only, i.e., not appropriate for operations and design applications.

Source: *Traffic Impact Study for One Santa Fe, Mixed-Use Project at 100-300 South Santa Fe Avenue, City of Los Angeles, prepared by Crain and Associates, September 2006.*

The resulting intersection conditions for existing (2006) A.M. and P.M. peak hour conditions in the study area are shown in Table B-14 on page B-95. As summarized in Table B-13, nine of the ten study intersections currently operating acceptable levels of service (LOS A to C) during both the A.M. and P.M. peak hour. Only one study intersection is currently operating at LOS F during P.M. peak hour – Alameda Street and First Street.



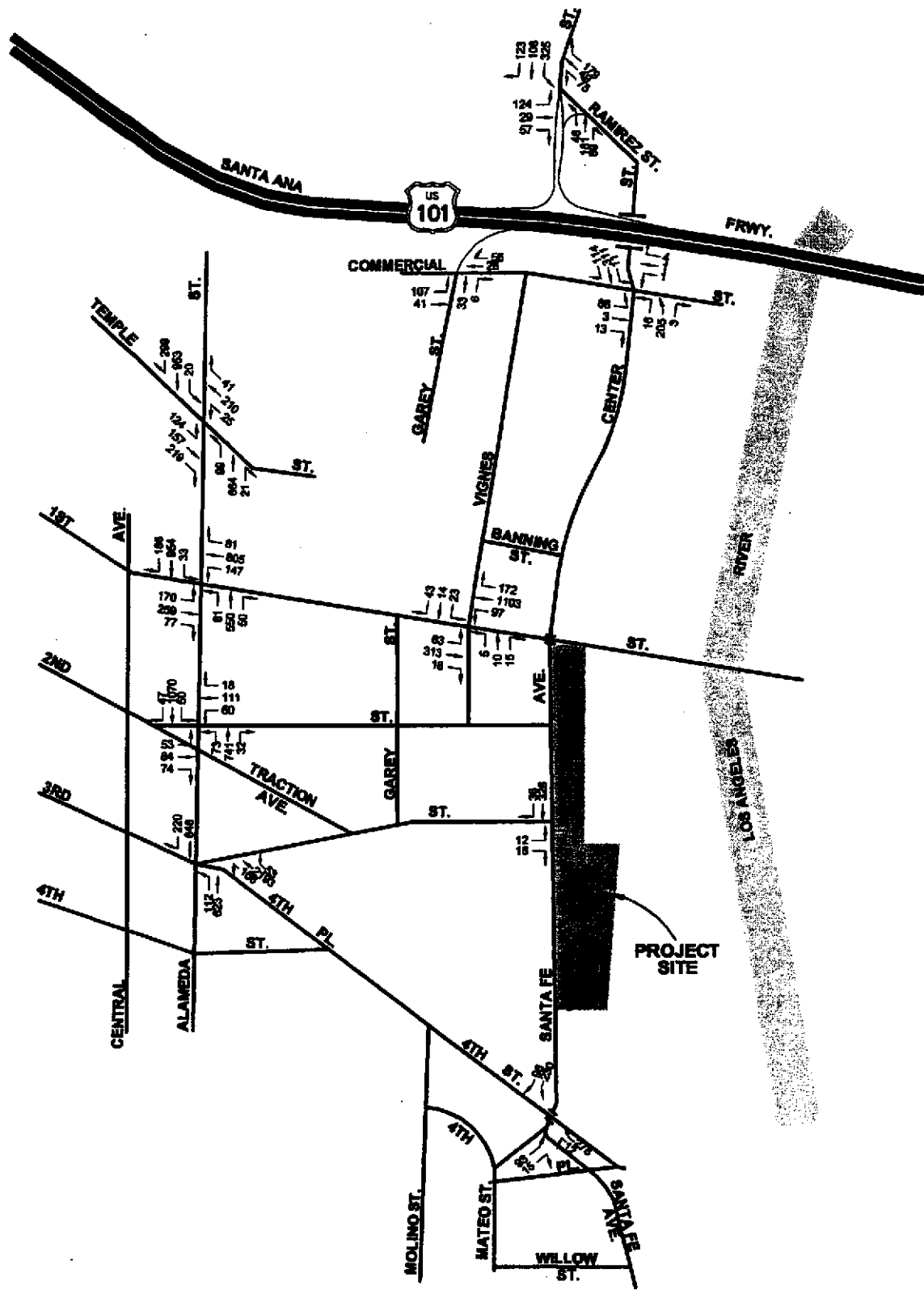
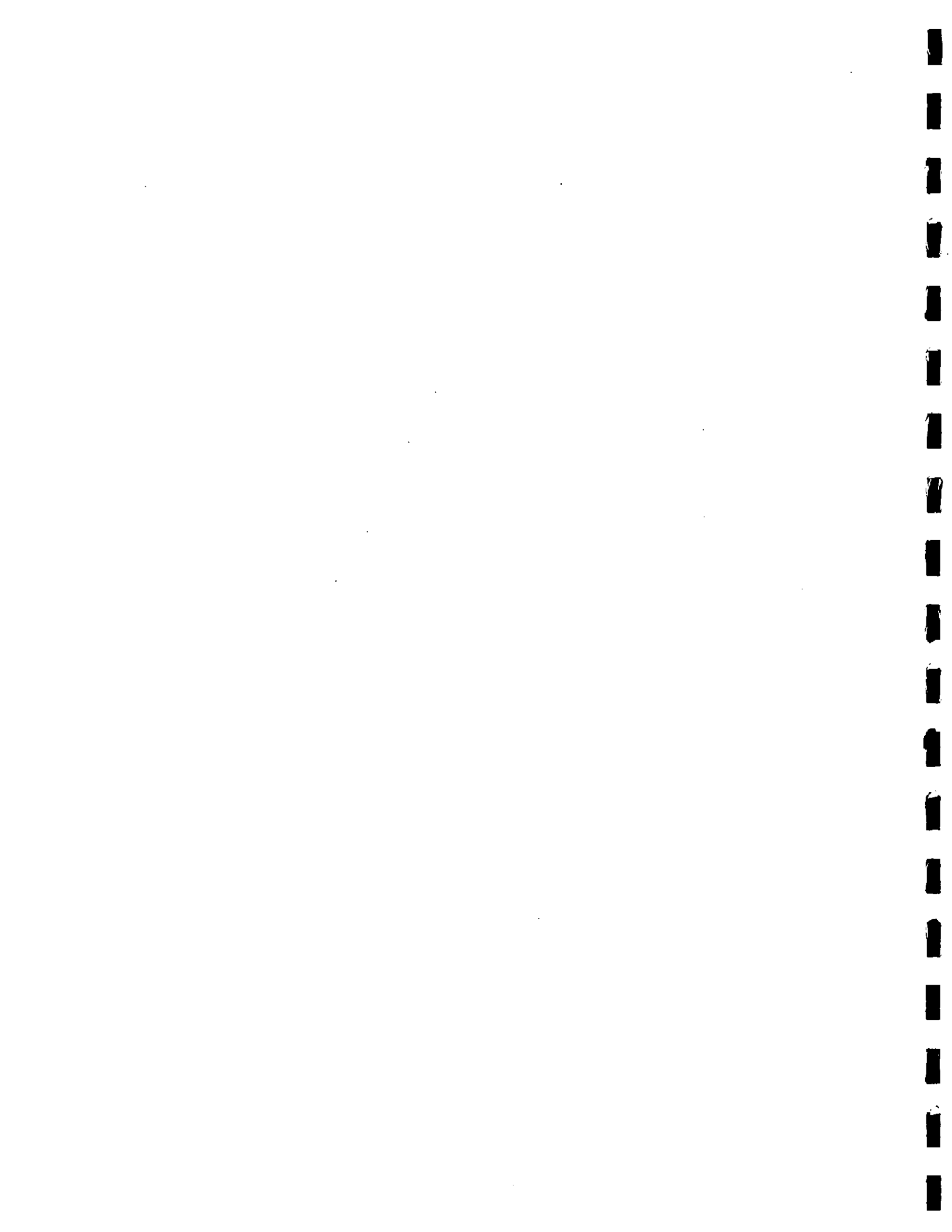


Figure B-4  
Existing (2006) Traffic Volumes  
A.M. Peak Hour

Source: Crain & Associates, 2006.



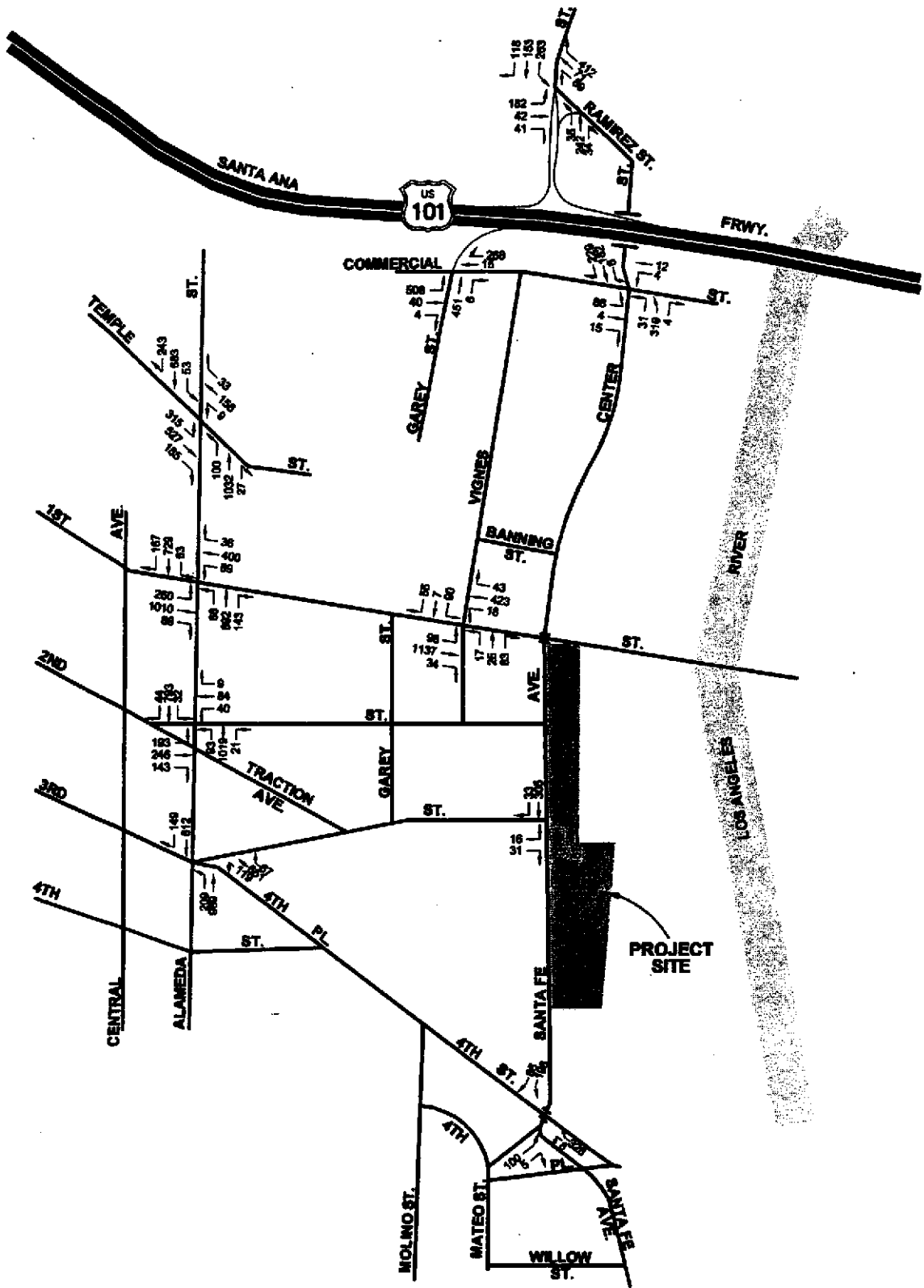


Figure B-5  
Existing (2006) Traffic Volumes  
P.M. Peak Hour

Source: Crain & Associates, 2006.



Table B-14

**Critical Movement Analysis (CMA) Summary  
Existing (2006) Traffic Conditions**

No.	Intersection	A.M. Peak Hour		P.M. Peak Hour	
		CMA	LOS	CMA	LOS
1	Alameda Street and Temple Street	0.480	A	0.583	A
2	Alameda Street and First Street	0.752	C	1.058	F
3	Alameda Street and Second Street	0.501	A	0.581	A
4	Alameda Street and Third Street/Fourth Place	0.689	B	0.479	A
5	Vignes Street and Ramirez Street	0.295	A	0.409	A
6	Garey Street/US 101 SB On-Ramp and Commercial Street	0.099	A	0.665	B
7	Vignes Street and First Street	0.336	A	0.540	A
8	Center Street and Commercial Street	0.430	A	0.436	A
9	Santa Fe Avenue and Third Street	0.377	A	0.457	A
10	Santa Fe Avenue and Mateo Street	0.373	A	0.368	A

*Source: Traffic Impact Study for One Santa Fe, Mixed-Use Project at 100-300 South Santa Fe Avenue, City of Los Angeles, prepared by Crain and Associates, September 2006.*

### Project Trip Generation

Traffic-generating characteristics of many land uses, such as those comprising the project, have been extensively surveyed and documented in numerous studies conducted by the nationally-recognized Institute of Transportation Engineers (ITE). This information is presented in the *ITE Seventh Edition Trip Generation Manual (2003)*, which is widely used as the basis for most traffic studies in the region, including those conducted in the City of Los Angeles. As such, the ITE Manual was used to calculate the daily, A.M. and P.M. peak hour trips generated by the Project. Please refer to Appendix C in the Traffic Study for a detailed summary of the project trip generation equations.

ITE trip generation rates and equations do not account for trip reducing factors, such as “internal” or “multi-purpose” trips, public transportation, “walk-in” trips, and “pass-by” trips. The afore-mentioned trip reduction factors are expected to significantly lessen the daily traffic count at the project site. “Internal” or “multi-purpose” trips generally occur at integrated mixed-use developments containing a variety of uses. In this scenario, residents or patrons of a site will utilize other on-site uses if they are conveniently located or provide useful services or amenities, with the level of interaction dependent upon the number of residents or patrons, service providers, accessibility, and other factors. Public transportation is another important trip reducer in the study area. “Walk-in” trips are trips that are already occurring in the project vicinity, but which have other nearby downtown Los Angeles attractions as their specified destinations. They are not directly site-oriented, but they do provide walk-in patronage from nearby uses, thereby reducing site vehicular trips. “Pass-by” trips are trips that are due to an intermediate stop at the

project site during an existing or previously planned trip. These intermediate stops may be for a planned purpose, or they may be “impulse” trips.

The differentiation between pass-by trips versus internal, transit and walk-in trips is important with regard to the assessment of potential project traffic impacts at intersections adjacent to the project site. Per LADOT traffic study policies and procedures, the pass-by type of trip discount is not appropriate for application to the site driveways or site adjacent intersections, such as Santa Fe Avenue and Third Street. These vehicle trips would eventually travel past the site (and through the site adjacent intersections) and are not “eliminated” due to the existence of the Project. However, the trip ends to and from the site do not represent new vehicle trips at area intersections. Internal, transit and walk-in trips, on the other hand, do not represent vehicle trips at the project driveways. While this type of person trip is not “eliminated” by the project’s development, no private vehicle trip is generated as the trip occurs by walking or by transit. Thus, the site would serve the same number of patrons but generate fewer vehicle trips. A summary of the “baseline” trip generation adjustment factors, which were agreed to by LADOT, is presented in Table 4 of the Traffic Study.

Based on the trip generation rates and trip reduction factors, projections of the amount of new traffic to be generated by the Project were derived, and are summarized in Table B-15 on page B-97. As shown in Table B-15, once complete and occupied, the Project is expected to generate approximately 2,443 net new daily trips, including approximately 208 (58 inbound and 150 outbound) net new trips during the A.M. peak hour, and 229 (139 inbound and 90 outbound) net new trips during the P.M. peak hour. These trip estimates were used to identify the effects of project traffic at intersections not immediately surrounding the project site.

### **Traffic Distribution and Assignment**

The trip distribution pattern for the Project was determined by considering the nature of the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Project and its proximity to freeways and major travel routes, employment centers to which residents would likely be attracted, and areas from which commercial/retail employees and patrons would likely be attracted. Based on these factors, the overall Project distributions were determined. Please refer to Table 6 in the Traffic Study for a detailed summary of the directional Project trip distribution percentages. The general distribution percentages shown in Table 6 were then assigned to specific travel routes that are expected to be used to access the Project. The inbound and outbound trip assignment percentages for the proposed residential uses are presented in Figures 5(a) and 5(b) of the Traffic Study, respectively. The inbound and outbound trip assignment percentages for the proposed retail/commercial uses are presented in Figures 5(c) and 5(d) of the Traffic Study, respectively. Applying these inbound and outbound percentages to the Project trip generation previously calculated in Table B-15 for each of the proposed uses, total net Project traffic volumes at the

Table B-15

## Project Trip Generation

Land Use	Size	Units	Daily	In	Out	Total	In	Out	Total
Apartment		442 du	2,807	44	176	220	170	91	261
Live/Work <sup>a</sup>	26,260 sf	17 du	207	20	6	26	7	19	26
Retail & Restaurant <sup>b</sup>	25,000 sf		<u>1,074</u>	<u>16</u>	<u>10</u>	<u>26</u>	<u>45</u>	<u>49</u>	<u>94</u>
<b>Subtotal</b>			<b>4,088</b>	<b>80</b>	<b>192</b>	<b>272</b>	<b>222</b>	<b>159</b>	<b>381</b>
<b>Less Internal Linkages</b>									
Apartment, 10%			(281)	0	0	0	(17)	(9)	(26)
Live/Work 10%			(21)	0	0	0	(1)	(2)	(3)
Retail & Restaurant (based on Apartment and Live/Work)			(302)	0	0	0	(11)	(18)	(29)
<b>Less Transit/Walk-in Trips</b>									
Apartment, 10%			(561)	(9)	(35)	(44)	(34)	(18)	(52)
Live/Work 10%			(41)	(4)	(1)	(5)	(1)	(4)	(5)
Retail & Restaurant (based on Apartment and Live/Work)			(107)	(2)	(1)	(3)	(4)	(5)	(9)
<b>Subtotal</b>			<b>2,775</b>	<b>65</b>	<b>155</b>	<b>220</b>	<b>154</b>	<b>103</b>	<b>257</b>
<b>Less Pass-by Trips</b>									
Retail and Restaurant, 50% <sup>c</sup>			(332)	(7)	(5)	(12)	(15)	(13)	(28)
<b>Total Net Project Distribution</b>			<b>2,443</b>	<b>58</b>	<b>150</b>	<b>208</b>	<b>139</b>	<b>90</b>	<b>229</b>

<sup>a</sup> Live/Work use consists of 17 du within 27,260 sf (including 2,500 sf rental office and lobby). Trip generations are average of trips generated by 17 du (apartment assumed) and 27,260 sf (office assumed).

<sup>b</sup> Includes mixture of retail and restaurant uses. ITE 'Shopping Center' trip generation rates, which include such mixtures, applied.

<sup>c</sup> Per LADOT pass-by-rate for Shopping Center less than 50,000 sf.

Source: Traffic Impact Study for One Santa Fe, Mixed-Use Project at 100-300 South Santa Fe Avenue, City of Los Angeles, prepared by Crain and Associates, September 2006.

10 study intersections were determined for the A.M. and P.M. peak hours, as shown in Figure B-6 and B-7 on pages B-98 and B-99, respectively.

### Future Traffic Conditions

There are a number of projects either under construction or planned for development in the project vicinity which may contribute to traffic volumes in the study area. For this reason, the analysis of future traffic conditions has been expanded to include potential traffic volume increases expected to be generated by other projects that have been proposed but not yet been





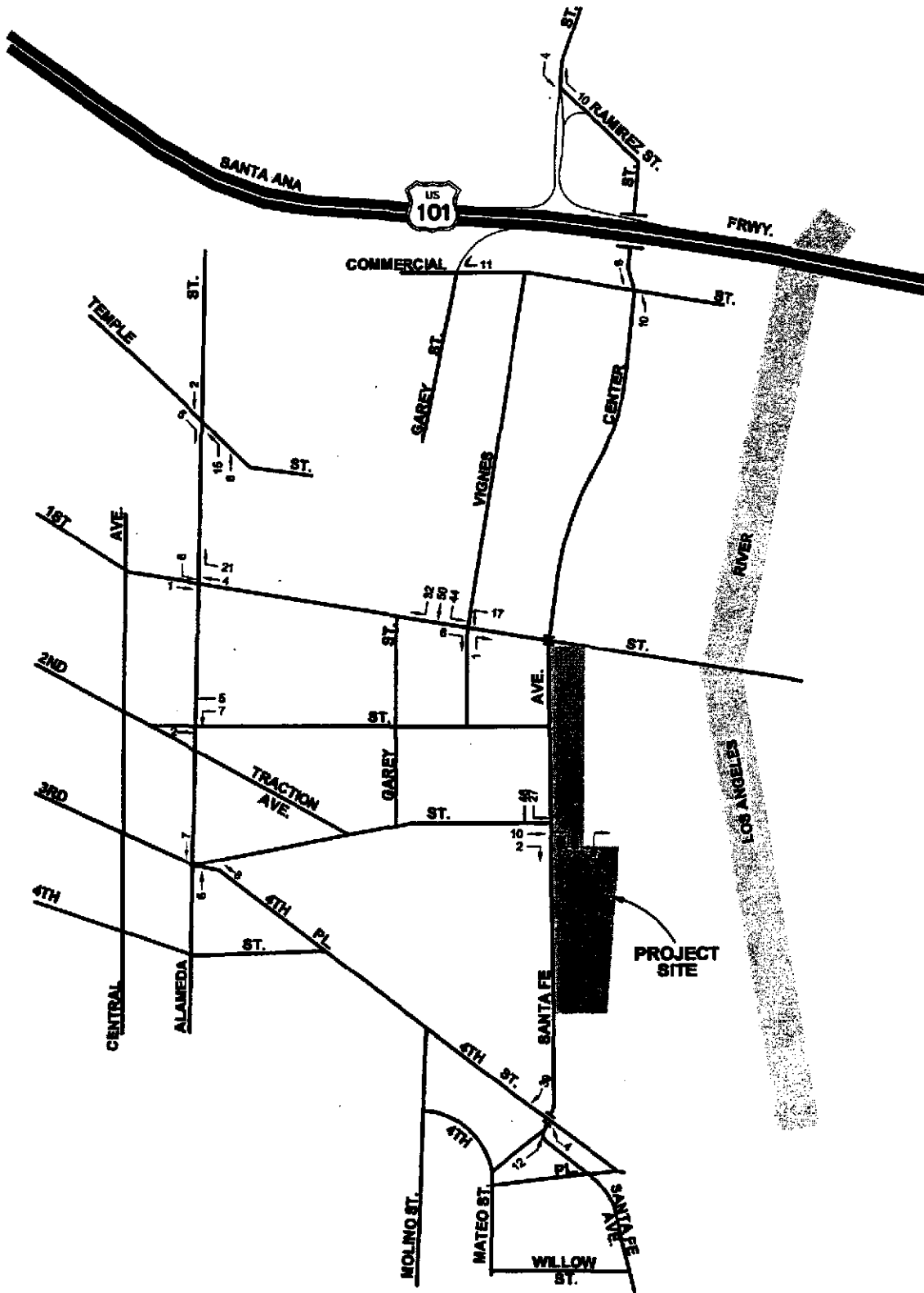


Figure B-6  
 Total Project Traffic Volumes  
 A.M. Peak Hour

Source: Crain & Associates, 2006.



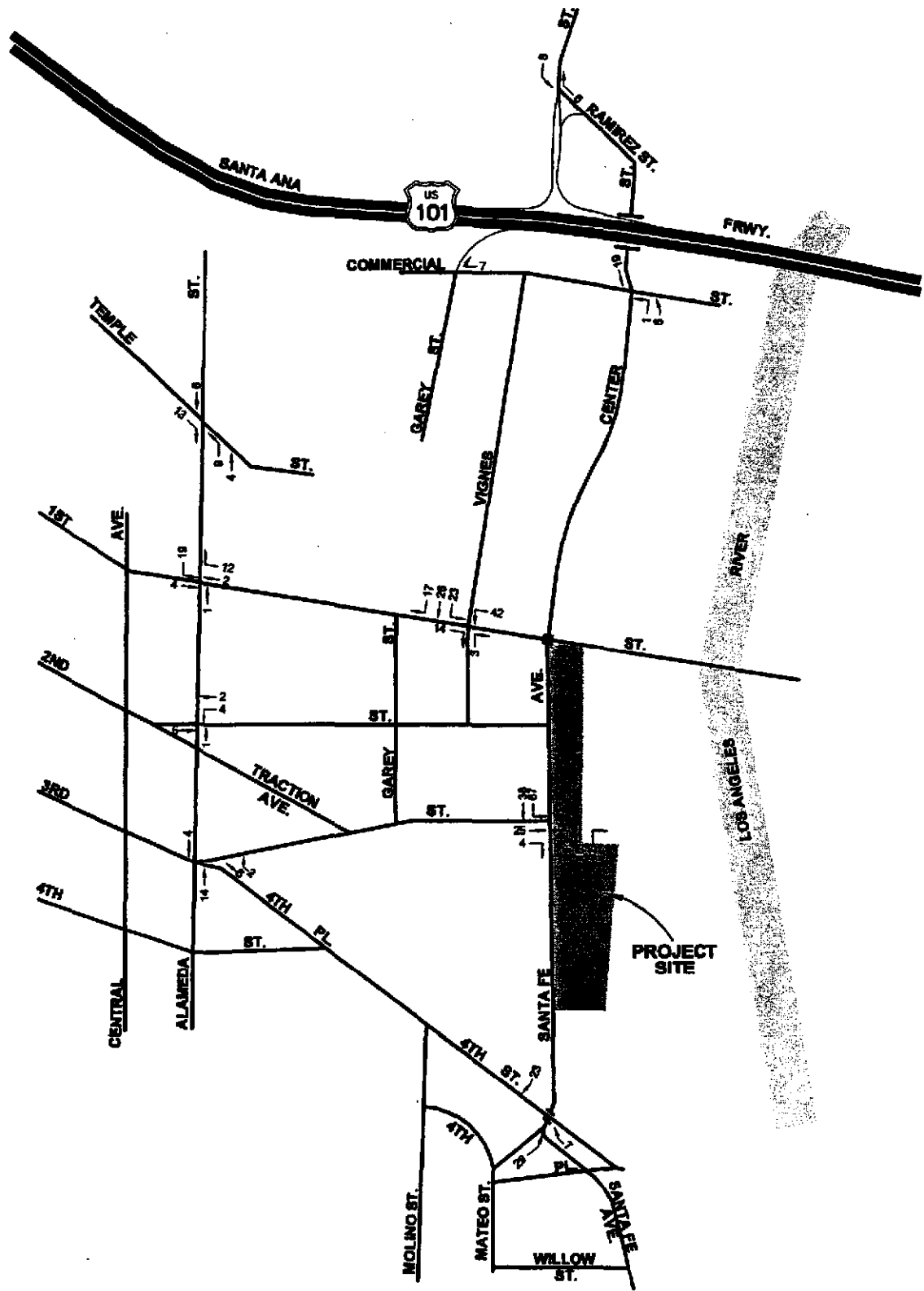


Figure B-7  
 Total Project Traffic Volumes  
 P.M. Peak Hour

Source: Crain & Associates, 2006.



developed. In order to evaluate future (year 2009) traffic conditions in the project area, an ambient traffic growth factor of 1.0 percent per year, compounded annually, was applied to the existing (2006) traffic volumes at the 10 study intersections.

In addition to the use of the 1.0 percent ambient growth rate, listings of potential projects located in the study area (“related projects”) that might be developed within the study time frame were obtained from LADOT, the City of Los Angeles Planning Department, LAUSD, and recent studies of projects in the area. A review of the information currently available indicates that a total of 80 individual proposed projects within an approximate one and one-half mile radius of the project site could, if constructed to the size and scope described, add traffic to the study intersections. The ambient traffic growth rate is expected to accurately represent all area traffic growth within the study period, and as such, the inclusion of the 80 related proposed projects in addition to assumed background traffic growth may tend to overstate cumulative conditions. The locations of the related projects are shown in Figure 7 of the Traffic Study, and the descriptions and trip generation estimates for the related projects are listed in Table 8 of the Traffic Study.

For the analysis of future (2009) “Without Project” traffic conditions, the related projects trip generation was assigned to the study area circulation system, using methodologies similar to those previously described for project trip assignment. The total related projects traffic volumes assigned to the study intersections are illustrated in Figures 8(a) and 8(b) for the A.M. and P.M. peak hours, respectively, in the Traffic Study.

In order to accurately forecast future traffic conditions in the project area, an investigation into anticipated transportation improvements to the street system serving the project vicinity was also conducted. The First Street bridge across the Los Angeles River is being improved as part of the Metro Gold Line Eastside Extension project. This improvement, which is slated to be completed by late 2009, will affect the study intersections of Alameda Street and First Street, and Vignes Street and First Street. At the former intersection, the westbound left-turn lane will be removed and at the latter, there will only be two lanes eastbound and westbound at Vignes Street. A Gold Line station is planned at First Street and Alameda Street near the project site.

A review of the City of Los Angeles Capital Improvement Program (CIP) 2004/05 - 2006/07 revealed that one improvement project is scheduled near the study area. The north side of Temple Street from Vignes Street to Alameda Street is to be widened. Little, if any, funding for this improvement project has been established. However, as its completion by 2009 (the future study year) is highly unlikely, it has not been included as an improvement that might affect the analysis. It is also anticipated that Santa Fe Avenue will soon be officially redesignated a Modified Collector Street between First Street and Fourth Street, and that the One Santa Fe project will improve the street accordingly as part of project construction. Santa Fe

Avenue will then have one through lane in each direction, along with left-turn channelization, on this segment.

Caltrans Project Study Reports (PSRs) were also reviewed to determine any transportation improvements planned for the freeway network in the Downtown area. Two improvement projects along the Harbor Freeway (I-110) were the subject of PSRs. Although these improvements have been approved by Caltrans and funding for their construction has been obtained, their completions by the end of 2009 are not assured and, therefore, they were assumed to have no effect on the study area intersections. Please refer to the Traffic Study for a detailed discussion of the proposed highway system improvements.

### **Year 2009 Traffic Conditions (With and Without Project)**

The analysis of future traffic conditions at the study intersections was performed using the same analysis procedures described above. The Future (2009) “Without Project” traffic volumes are illustrated in Figures 9(a) and 9(b) for the A.M. and P.M. peak hours, respectively, in the Traffic Study. Traffic volumes generated by the Project, as described earlier, were added to the Future (2009) “Without Project” condition to develop the Future (2009) “With Project” condition to determine traffic impacts directly attributable to the project. Morning and afternoon peak hour traffic volumes under the Future (2009) “With Project” condition are shown in Figures B-8 and B-9 on pages B-102 and B-103, respectively.

The results of the analysis of future traffic conditions at the study intersections are summarized in Table B-16 on page B-104. The CMA calculation worksheets for future conditions are included in Appendix E of the Traffic Study. Under the Without Project scenario, two study intersections (Alameda Street and First Street; Alameda Street and Second Street) are forecasted to be at LOS E in one or both peak hours. Two other study intersections (Alameda Street and Temple Street; Alameda Street and Third Street/Fourth Place) are expected to experience LOS D in one peak hour. The remaining six intersections are projected to be at LOS C or better in one or both peak hours.

The LOS is expected to worsen at four intersections due to the addition of Project traffic. Project traffic would result in a change from LOS A to LOS B in the A.M. peak hour and LOS C to LOS D in the P.M. peak hour at the intersection of Santa Fe Avenue and Third Street. The LOS would also decrease from D to E at the intersection of Alameda Street and Temple Street during the P.M. peak hour, from A to B at the intersection of Vignes Street and First Street during the A.M. peak hour, and from A to B at the intersection of Santa Fe Avenue and Mateo Street during the P.M. peak hour.

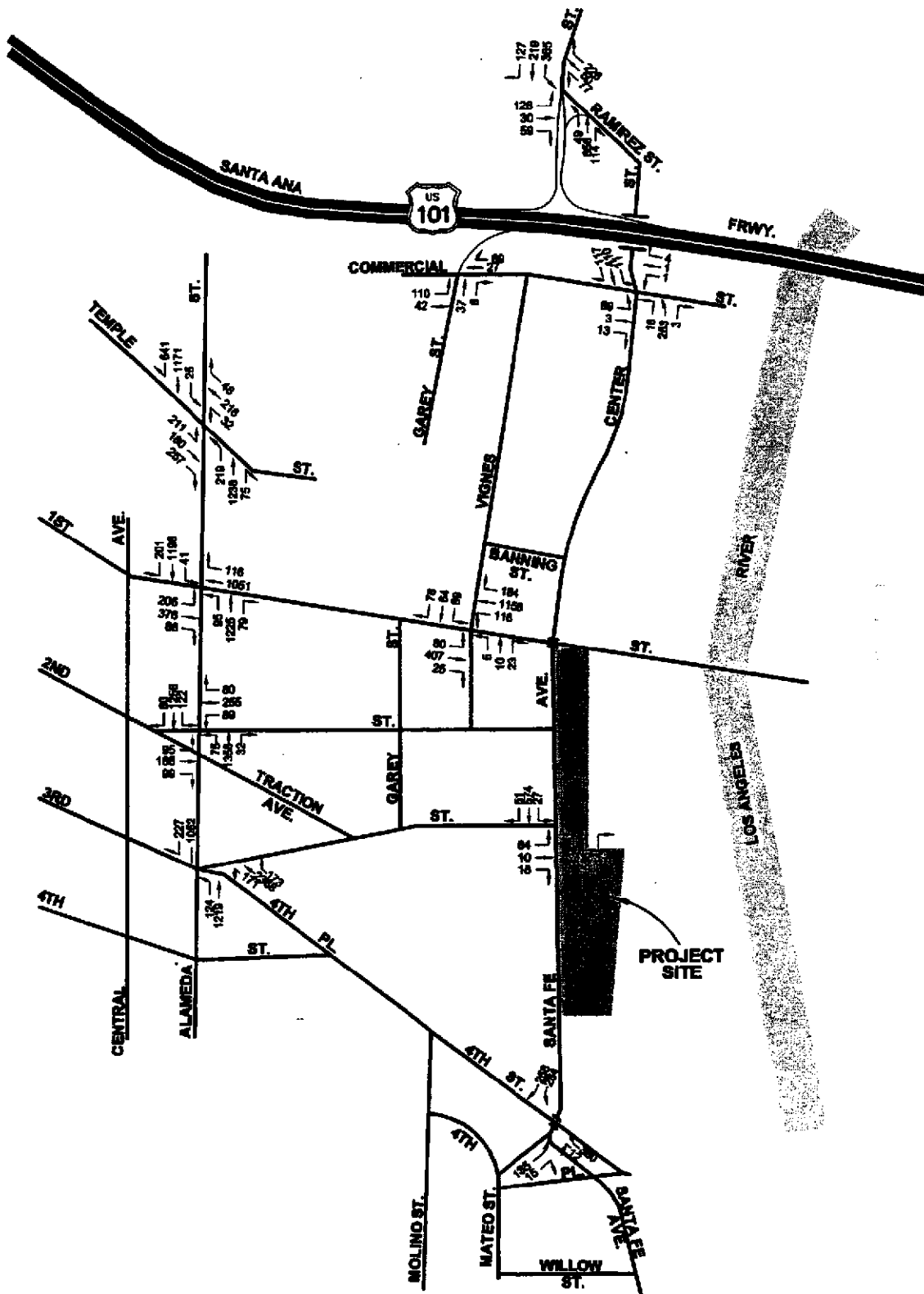


Figure B-8  
 Future (2009) Traffic Volumes With Project  
 A.M. Peak Hour

Source: Crain & Associates, 2006.





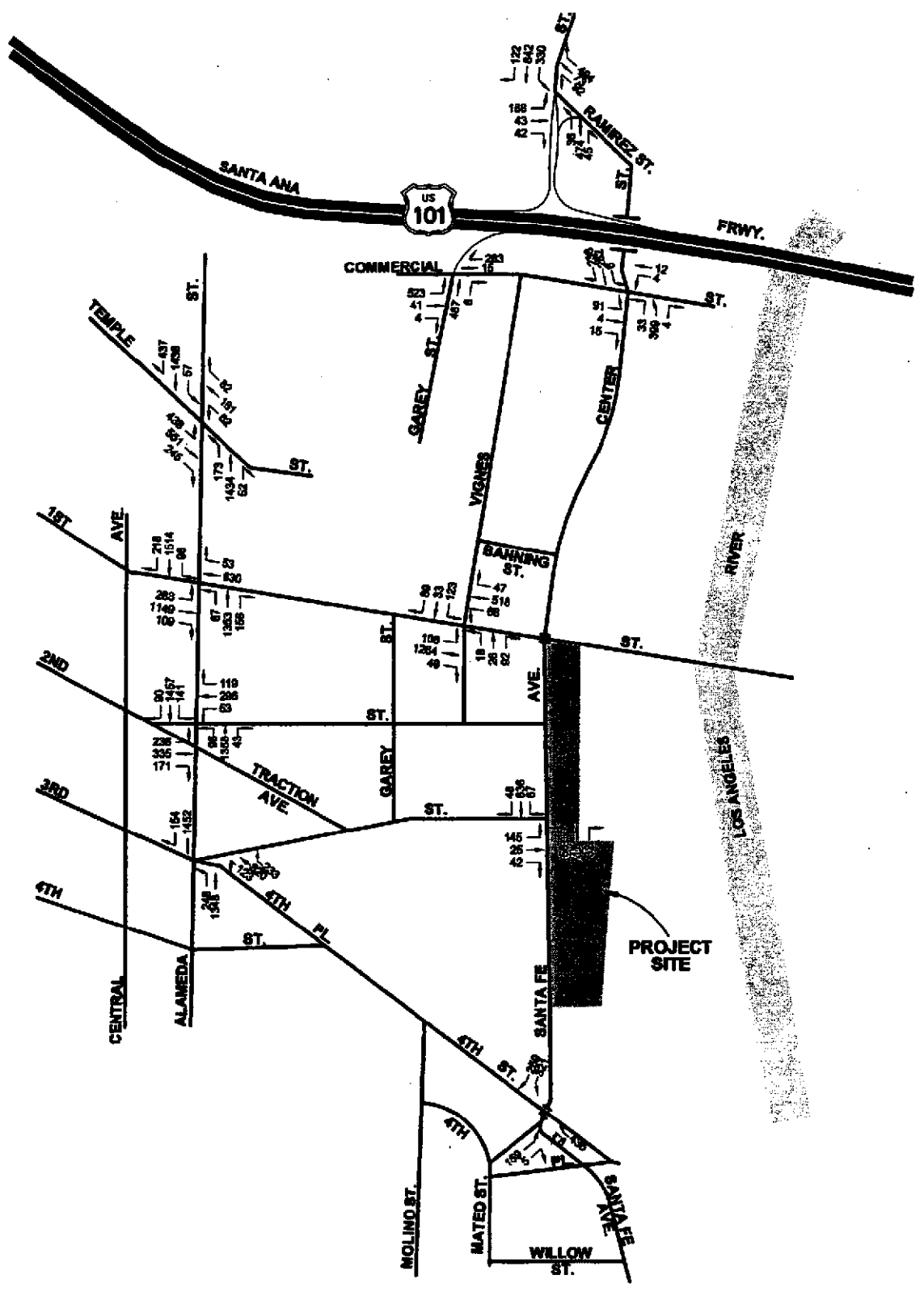


Figure B-9  
 Future (2009) Traffic Volumes With Project  
 P.M. Peak Hour

Source: Crain & Associates, 2006.



Table B-16

**Critical Movement Analysis (CMA) Summary  
Future (2009) Without and With Project Traffic Conditions**

No.	Intersection	Peak Hour	Without Project		With Project		
			CMA	LOS	CMA	LOS	Impact
1.	Alameda Street and Temple Street	A.M.	0.685	B	0.696	B	0.11
		P.M.	0.897	D	0.905	E	0.008
2.	Alameda Street and First Street	A.M.	0.962	E	0.971	E	0.009
		P.M.	0.962	E	0.964	E	0.002
3.	Alameda Street and Second Street	A.M.	0.902	D	0.805	C	0.003
		P.M.	0.996	E	0.997	E	0.001
4.	Alameda Street and Third Street/Fourth Place	A.M.	0.811	D	0.815	D	0.004
		P.M.	0.773	C	0.775	C	0.002
5.	Vignes Street and Ramirez Street	A.M.	0.502	A	0.506	A	0.004
		P.M.	0.708	C	0.709	C	0.001
6.	Garey Street/US 101 SB On-ramp and Commercial Street	A.M.	0.103	A	0.111	A	0.008
		P.M.	0.701	C	0.705	C	0.004
7.	Vignes Street and First Street	A.M.	0.561	A	0.658	B	0.097
		P.M.	0.637	B	0.690	B	0.053
8.	Center Street and Commercial Street	A.M.	0.524	A	0.532	A	0.008
		P.M.	0.513	A	0.519	A	0.006
9.	Santa Fe Avenue and Third Street	A.M.	0.577	A	0.650	B	0.073
		P.M.	0.781	C	0.857	D	0.076
10.	Santa Fe Avenue and Mateo Street	A.M.	0.544	A	0.587	A	0.043
		P.M.	0.583	A	0.627	B	0.044

*Source: Traffic Impact Study for One Santa Fe, Mixed-Use Project at 100-300 South Santa Fe Avenue, City of Los Angeles, prepared by Crain and Associates, September 2006.*

### Impact Significance Criteria

LADOT defines a significant traffic impact attributable to a project based on a “stepped scale,” with intersections at high volume-to-capacity ratios being more sensitive to additional traffic than those operating with available surplus capacity. A significant impact is identified as an increase in the CMA value, due to project-related traffic, of 0.010 or more when the final (“with project”) Level of Service is E or F, a CMA increase of 0.020 or more when the final Level of Service is LOS D, or an increase of 0.040 or more at LOS C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized in Table B-17 on page B-105.

Based on the criteria in Table B-17, the Project would significantly impact the intersection of Santa Fe Avenue and Third Street in the P.M. peak hour. Therefore, mitigation is prescribed that requires the Project to install a new traffic signal or other comparable traffic

Table B-17

## LADOT Criteria for Significant Traffic Impact

LOS	Final CMA Value	Project-Related Increase in CMA Value
C	> 0.700 – 0.800	Equal to or greater than 0.400
D	> 0.800 – 0.900	Equal to or greater than 0.200
E, F	> 0.900	Equal to or greater than 0.0100

Source: *Traffic Impact Study for One Santa Fe, Mixed-Use Project at 100-300 South Santa Fe Avenue, City of Los Angeles, prepared by Crain and Associates, September 2006.*

mitigation improvement at the intersection of Santa Fe Avenue and Third Street such that the resulting change in CMA value does not exceed the LADOT criteria for a significant traffic impact. Table B-18 on page B-106 illustrates the CMA and LOS with Project mitigation (traffic signal) applied to the impacted intersection. As shown in Table B-18, with implementation of the prescribed mitigation, project-related change in CMA value at the impacted intersection would not exceed the significance criteria stated in Table B-17. Thus, with implementation of the prescribed mitigation measure, traffic impacts at the significantly impacted intersection would be reduced to a less than significant level. In addition, to ensure that traffic impacts do not occur during construction activities, mitigation has been prescribed that requires construction related traffic to be restricted to off-peak hours. No additional construction-related traffic impacts would occur and no additional mitigation measures are necessary.

### Mitigation Measures

TRAF-1 Santa Fe Avenue and Third Street – The project applicant shall install a traffic signal or other comparable traffic mitigation improvement at this intersection such that the resulting change satisfies the LADOT's criteria for a significant traffic impact.

TRAF-2 Construction-related traffic shall be restricted to off-peak hours.

- b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

**Less Than Significant Impact.** The CMP project traffic impact analysis (TIA) guidelines require analyses of all CMP monitoring intersections where a project could add a total of 50 or more trips during either peak hour. The nearest such intersection is located at Alameda Street and Washington Boulevard, located less than two miles south of the project site. A review of the Project trip distribution and net Project traffic additions to the study vicinity shows that the Project would not add 50 or more trips to this CMP intersection. It is estimated that the Project would contribute approximately 11 trips (4 northbound, 7 southbound) during the A.M. peak hour

Table B-18

**Critical Movement Analysis (CMA) Summary  
Future 2009 Traffic Conditions – Without and With Mitigation**

No.	Intersection	Peak Hour	Without Project		With Project			With Project Plus Mitigation		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
9	Santa Fe Avenue and Third Street	A.M.	0.577	A	0.650	B	0.073	0.547	A	0.030
		P.M.	0.781	C	0.857	D	0.076 <sup>a</sup>	0.721	C	0.060

<sup>a</sup> Indicates a significant project impact, prior to mitigation.

*Source: Traffic Impact Study for One Santa Fe, Mixed-Use Project at 100-300 South Santa Fe Avenue, City of Los Angeles, prepared by Crain and Associates, September 2006.*

and 12 trips (7 northbound, 5 southbound) during the P.M. peak hour to this intersection. As these volumes are below the threshold of 50 trips, no further CMP intersection analysis is warranted.

Additionally, all freeway monitoring segments where a project is expected to add 150 or more trips in either direction during the peak hours must be analyzed. The nearest CMP freeway monitoring segments are the Santa Ana Freeway (US-101) north of Vignes Street and the Harbor Freeway (SR-110) south of the Santa Ana/Hollywood Freeway (US-101). It is estimated that at most, approximately 20 project trips during the A.M. peak hour (15 northbound, 5 southbound) and 22 project trips during the P.M. peak hour (9 northbound, 13 southbound) would be added to the freeway monitoring segment on the Santa Ana Freeway (US-101) north of Vignes Street. The Project is estimated to add approximately 10 trips during the A.M. peak hour (3 northbound, 7 southbound) and 11 trips during the P.M. peak hour (7 northbound, 4 southbound) to the freeway monitoring segment on the Harbor Freeway (SR-110) south of the Hollywood Freeway (US-101). These amounts are less than the freeway threshold of 150 directional trips. Therefore, no significant Project impacts to CMP freeway monitoring locations would occur. In conclusion, less than significant impacts to CMP designated roads or highways would occur and no mitigation measures are necessary.

**c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**No Impact.** The project site is not located within an airport land use plan or within two miles of an airport or private airstrip. Additionally, the Project does not propose any uses that would change air traffic patterns or generate air traffic. As such, safety risks associated with a change in air traffic patterns would not occur and no mitigation measures are necessary.

**d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Less Than Significant Impact.** Under existing conditions, access to the site is provided via a curb-cut along Santa Fe Avenue. There are no existing hazardous design features such as sharp curves or dangerous intersections on-site. Under the proposed conditions, vehicular access would also occur via driveways on Santa Fe Avenue. For the above grade parking structure on the northern half of the project site, there would be a right-turn-only, exit-only driveway at the north end of the site. The main entry driveway, which would be entry only, would be at the south end of the structure and located approximately opposite Third Street. A two-way driveway at the south end of the site would access the subterranean garage on the southern half of the site. A separate driveway is planned for the surface parking lot south of Third Street on the southern half of the site. Site access and circulation would be reviewed by the LADOT and the Bureau of Engineering to ensure that the project does not substantially increase hazards due to a design feature. Thus, impacts would be less than significant in this regard.

**e. Result in inadequate emergency access?**

**Less Than Significant Impact.** Construction activities and staging areas for the Project would be primarily confined to the site (except for new utility connections within adjacent street rights-of-way and vacation of Santa Fe Avenue). During construction of the Project, including improvements to Santa Fe Avenue, access to the MTA site would be provided from Santa Fe Avenue and emergency vehicle access would be maintained.

Access to the project site during the operational phase would be provided via driveways on Santa Fe Avenue. The Project would be designed to permit adequate emergency access to the site and not to impede access to any adjacent or surrounding properties. No other modifications with the potential to affect emergency access would occur in conjunction with the Project. As such, construction and operation of the Project would result in a less than significant impact with respect to emergency access. No mitigation measures are necessary.

**f. Result in inadequate parking capacity?**

**No Impact.** The City of Los Angeles Planning and Zoning Code Section 12.21.A.4 includes minimum parking requirements applicable to the proposed residential and retail/commercial uses. This section requires four spaces per 1,000 square feet of retail use and 2 spaces per 1,000 square feet of commercial/live-work space. Therefore, as the Project proposes approximately 27,520 square feet of retail/commercial use and approximately 27,370 square feet of commercial/live-work use (includes approximately 2,610 square feet of office and lobby space), approximately 110 parking spaces would be required for the proposed

retail use and 55 spaces would be required for the commercial/live-work use. Pursuant to Section 12.21.A.4(p) in the Planning and Zoning Code, there are parking requirements specific to the Central City area that are applicable to the proposed residential uses. This section requires that one parking space be provided for the loft, studio, and one-bedroom units, and 1.25 parking spaces for the two-bedroom units. The Project proposes a total of approximately 328 loft, studio, and one-bedroom units, which would require 328 parking spaces. The Project proposes approximately 111 two-bedroom apartments that would require 139 parking spaces. In addition, since the Project would include the demolition of a portion of the existing MTA parking lot, 120 spaces would be developed as part of the Project to be used by the MTA. Overall, the Project would require approximately 752 parking spaces, including the 120 MTA spaces, based on the City's Planning and Zoning Code. Pending the final Project design, no less than the required approximately 752 parking spaces would be developed as part the Project. As such, the Project would meet or exceed the parking requirements set forth by the City. Thus, no off-site parking impacts would occur as a result of the Project and no mitigation measures are necessary.

**g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

**No Impact.** The project site and other areas on the periphery of downtown Los Angeles, in general, are well served by public transit services provided by both the MTA and LADOT. Proximity to Union Station, less than one mile northwest of the project site, allows access to Amtrak, Metrolink, Metro rail services and numerous bus routes operated by MTA, LADOT, and other service providers. MTA bus lines 40, 42, 455, 30, 31, 16, and 316 provide service within the local vicinity of project site. LADOT also provides bus routes in the vicinity of the project area. The DASH (Downtown Area Short Hop) line, which primarily serves downtown Los Angeles, has four lines which provide stops near the project site, including several stops along First Street, Second Street, and Third Street along Alameda Street.

The Project would be constructed and operated in compliance with adopted policies, plans or programs supporting alternative transportation. The proposed residential, retail/commercial, and live-work uses and the resulting concentrated residential and employee population on the project site would provide opportunities for the use of public transit and other alternative transportation modes by residents of the Project. The Project would not negatively impact any of the various types of public transportation in the project vicinity. Therefore, implementation of the Project would not conflict with adopted policies, plans, or programs supporting alternative transportation, and mitigation measures would not be necessary.

**XVI. UTILITIES****Would the project:**

- a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**Less Than Significant Impact.** The City of Los Angeles Department of Public Works provides wastewater services for the project site. Any wastewater that would be generated by the site would be treated at the Hyperion Treatment Plant, which has been designed to treat 450 million gallons per day (mgpd). The annual increase in wastewater flow to the Hyperion Treatment Plant is limited by City Ordinance No. 166,060 to 5 mgpd.

Once fully occupied, the Project would result in an estimated average daily wastewater generation of approximately 57,150 gallons per day (gpd), as illustrated in Table B-19 on page B-110. Construction of the Project would include all necessary on and off-site sewer pipe improvements and connections to adequately link the project to the existing City sewer system. The necessary improvements would be verified through the permit approval process of obtaining a sewer capacity and connection permit from the City.

The Project-related increase in wastewater generation would represent an extremely small fraction of the permitted annual flow increase for Hyperion Treatment Plant. Since the Hyperion Treatment Plant can accommodate approximately 100 mgd beyond current treated flow conditions, the treatment plant can accommodate the Project's wastewater flows. Furthermore, implementation of water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code would ultimately reduce wastewater flows as well. Therefore, the Project would not be expected to exceed the wastewater treatment requirements of the RWQCB. The estimated wastewater flows from the Project would not have a significant impact on the City's wastewater conveyance or treatment systems, and no mitigation measures are necessary.

- b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**No Impact.** The Project would result in increased water demand and wastewater generation. However, as discussed in Response to Checklist Questions XVI.a. and XVI.d, existing water and wastewater facilities are adequate to accommodate the demand generated by the proposed project. Thus, the Project would not require or result in the construction of new



Table B-19

## Estimated Wastewater Generation

Proposed Use	Quantity	Factor	Average Daily Flow (gpd)
Residential			
Studio Units	96	80 gpd/du	7,680 gpd
1-Bedroom Units	219	120 gpd/du	26,280 gpd
2-Bedroom Units	111	160 gpd/du	17,760 gpd
Lofts	13	80 gpd/loft	1,040 gpd
Retail/Commercial	54,890 gsf	80 gpd/1,000 gsf	4,391 gpd
<b>Total</b>			<b>57,151 gpd</b>

Source: Sewage Generation Factors, L.A. CEQA Threshold Guide, Exhibit K.2-11

water or wastewater treatment facilities or expansion of existing facilities. No impact would occur and no mitigation measures are necessary.

- c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**No Impact.** Under existing conditions, grading of the site directs stormwater to various storm drains located on the site and to Santa Fe Avenue, where flows enter the City's municipal storm drain system. Drainage patterns under the Project would be similar to the existing site conditions. Post-development runoff quantities would be expected to be similar to those of the existing project site as the site would be nearly all-impervious area. Therefore, the Project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, and no mitigation measures are necessary. Refer to Section VIII, Hydrology and Water Quality, for further discussion of drainage.

- d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?**

**Less Than Significant Impact.** The City of Los Angeles Department of Water and Power (DWP) would provide water to the project site. On-site water consumption is commonly estimated as 125 percent of on-site wastewater generation. Based on the 57,150 gpd of average wastewater generation, as indicated in Response to Checklist Question XVI.a, the proposed project, when fully occupied, would result in estimated water consumption of approximately 71,437 gpd. Compliance with water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code would help to reduce this projected water demand. Construction of the Project would include all necessary on- and off-site water infrastructure improvements and connections to adequately connect to the City's existing water system.

Because the Project falls below any of the thresholds contained in recently enacted water supply legislation (specifically SB610 and SB221), those requirements relating to water supply and water planning would not be triggered. Specifically, the Project would be required to prepare a water supply assessment if the Project would demand an amount of water equivalent to, or greater than the amount of water required by a 500 dwelling unit project. Utilizing the sewage generation factor for two-bedroom single-family dwelling (180 gpd per unit) as stated in the L.A. CEQA Threshold Guide, a 500 dwelling project would generate 90,000 gpd of wastewater. Thus, based on 125 percent of on-site wastewater generation, the water demand for a 500 dwelling unit project would be approximately 112,500 gpd. Since the project would have a demand of 71,437 gpd of water, it would not create a demand equal to or greater than a 500 dwelling unit project.

Nevertheless, DWP's most recent Urban Water Management Plan indicates that a sufficient water supply is expected to be available to serve projects such as that proposed. Therefore, sufficient water supplies would be available to serve the Project from existing entitlements and resources, and new or expanded entitlements would not be necessary. The estimated water demand generated by the Project would not have a significant impact, and no mitigation measures are necessary.

- e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Less Than Significant Impact.** The Project would be integrated into the City of Los Angeles wastewater treatment system. As described in Response to Checklist Question XVI.a., the Hyperion Treatment Plant would have adequate capacity to serve the Project. Impacts would be less than significant and no mitigation measures are necessary.

- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**Less Than Significant Impact.** Various public agencies and private companies provide solid waste management services in the City of Los Angeles. Solid waste generated on-site would be collected and transported by a private contractor. Thus, collection and transport of Project-related solid waste would have no impact on public services. Site-generated solid waste would be disposed of at one of several Class III landfills located within Los Angeles County.

As illustrated in Table B-20 on page B-112, based on solid waste generation factors from the California Integrated Waste Management Board (CIWMB), the proposed approximate 439 apartment units and the 17 live/work lofts would generate approximately 210 tons of solid waste

Table B-20

## Solid Waste Disposal

Use Type	Disposal Rate (tons /unit / year) <sup>a</sup>	Proposed Development	Total Solid Waste (tons / year)
Multi-Family Residential	0.46	456 units <sup>b</sup>	210

Use Type	Disposal Rate (tons /employee / year) <sup>b</sup>	Proposed Development	Total Solid Waste (tons / year)
Retail	1.9	55 employees	105
<b>Total</b>			<b>315</b>

<sup>a</sup> Based on statewide disposal rate for multifamily residential units published by the CIWMB.

<sup>b</sup> Assumes the proposed 17 live-work units generate solid waste similar to multi-family residential use. <sup>c</sup> Based on CIWMB waste disposal rates for business types.

Source: PCR Services Corporation, 2006.

per year, while the retail/commercial uses would generate approximately 105 tons per year of solid waste, respectively. In total, the Project would generate approximately 315 tons of solid waste per year.

These waste generation factors do not account for recycling or other waste diversion measures. The estimated Project-related waste generation would be equivalent to approximately 0.001 percent of the most recently registered (year 2000) solid waste disposed of in the City of Los Angeles, representing a small fraction of regional waste generated.<sup>56</sup> As such, the impact of the solid waste generated by the Project on the capacity of existing landfills in Los Angeles County would be less than significant, and no mitigation measures are necessary.

Additionally, Project construction would involve demolition of the existing asphalt-paved area within the site, which could require disposal of construction associated debris at unclassified landfills. Since unclassified landfills in the County do not generally have capacity issues, inert landfills serving the site would have sufficient capacity to accommodate Project construction solid waste disposal needs and less than significant impacts would occur. No mitigation measures are necessary.

<sup>56</sup> This is based on the total solid waste disposal rate in the City of Los Angeles for the year 2000, which was approximately 3.9 million tons.

**g. Comply with federal, state, and local statutes and regulations related to solid waste?**

**Less Than Significant Impact.** Solid waste management is guided by the California Integrated Waste Management Act of 1989, which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. The Act requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE). The City of Los Angeles prepared a Solid Waste Management Policy Plan that was adopted by the City Council in 1994. The Project would operate in accordance with the City's Solid Waste Management Policy Plan in addition to applicable federal and state regulations associated with solid waste. Thus, less than significant impacts regarding solid waste generation and disposal would occur with project implementation. Nonetheless, to ensure that solid waste disposal is reduced to the maximum extent practical, Mitigation Measure UTIL-1 has been prescribed that requires recycling bins be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

**Mitigation Measures:**

UTIL-1 Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as part of the projects' regular solid waste disposal program.

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE.**

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**Less Than Significant Impact.** The preceding analysis does not reveal any significant unmitigable impacts to the environment. Based on these findings, the Project is not expected to degrade the quality of the environment. The existing site is developed with mostly an asphalt-paved area, while less than approximately two percent of the site is disturbed non-landscaped soil. The site does not support sensitive plant or animal species. As discussed above in Section V.a., the project site does have the potential to impact historical resources. However, impacts would be less than significant with implementation of the prescribed mitigation measures. Therefore, impacts would be less than significant in this regard, and no mitigation measures are necessary.

- b. **Does the project have impacts which are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

**Less Than Significant Impact.** According to the Traffic Study prepared for the Project, there are a total of 80 individual projects near the project site that might add traffic to the study intersections. Thus, the analysis of cumulative impacts considers the development of these projects in addition to the Project. Please refer to the Traffic Study for a description of the 80 cumulative projects.

Compliance with applicable regulations would preclude cumulative impacts for a number of environmental issues. Cumulative impacts are concluded to be less than significant for those issues for which it has been determined that the Project would have no impact. Environmental issues meeting this criterion include agricultural resources, biological resources, mineral resources, and recreation. Compliance with applicable federal, state and City regulations would preclude significant cumulative impacts with regard to cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality.

The Project and the related projects could have a cumulative aesthetic impact. However, due to intervening development and the visual separation of the Project from the related projects, the potential for simultaneous viewing of the Project and the related projects is minimized. Therefore, no significant cumulative aesthetic impacts would occur.

Implementation of the Project and the related projects could have a cumulative impact relative to consistency with applicable land use plans, policies or regulations. Those related projects that are consistent with applicable land use plans, policies or regulations would not contribute to a cumulative impact. Similarly, those related projects that are dependent on modifications to adopted land use plans would not have cumulative consistency impacts with necessary amendments in place. Notwithstanding, each of these related projects would be subject to discretionary review by the City in order to address and resolve land use impacts on an individual and cumulative basis. As such, cumulative land use impacts are concluded to be less than significant.

The increase in area population and employment resulting from the Project and the related projects would have a less than significant cumulative impact as these increases would be within City and SCAG growth forecasts. In addition, the Project provides housing opportunities to accommodate the future population of the area. No significant cumulative impacts to population or housing are expected.

The increase in area population resulting from the Project would place new demands on public services such as fire protection, police protection, schools and parks. Development of the Project and related projects would increase the demand for public services. As the service providers monitor growth and adjust their resources accordingly, subject to City Council support, cumulative impacts on City services would be less than significant. Cumulative development would increase the demand for educational facilities within the project area. The LAUSD is currently pursuing a substantial expansion of their facilities to accommodate future increases in student enrollments. These additional facilities may not be sufficient to accommodate the cumulative increase in student enrollments. Nonetheless, pursuant to the provisions of SB50, all school impacts are considered reduced to less than significant levels through the payment of mandatory school impact fees. Thus, cumulative impacts on school facilities resulting from development of the project together with other related projects are concluded to be less than significant. In addition, future development projects would be required develop park facilities and/or open space areas or pay in-lieu fees to provide recreational/park facilities in accordance with the provisions of the LAMC.

As indicated in Response to Checklist Question No. XV.b, the Project would not add 50 or more peak-hour trips to any CMP monitoring intersection, nor would the Project add 150 or more peak-hour directional trips to any CMP freeway segment. As such, the Project would not exceed, either individually or cumulatively, a level of service standard established by the MTA for designated roads or highways. In addition, as determined in the Traffic Study, the Project is not expected to cause significant intersection impacts under future conditions including traffic from all identified related projects with implementation of the prescribed mitigation measure. Additionally, future development projects may be required to install traffic mitigation measures that would improve the capacity of the future street system not accounted for by the Traffic Study for this Project.

Due to the shared urban infrastructure, the wastewater generation, stormwater discharge and water consumption associated with the Project and the related projects could have a cumulative impact. During the approval process for each related project, utility system capacity must be demonstrated. As the service providers conduct on-going evaluations to ensure facilities are adequate to serve the forecasted growth of the community, cumulative impacts on utilities are concluded to be less than significant.

As discussed in Section III.c, although the project site is located in a region that is in non-attainment for ozone and PM<sub>10</sub>, the emissions associated with the Project would not be cumulatively considerable, as the emissions would fall below SCAQMD daily significance thresholds. In addition, the Project would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants. As such, cumulative impacts on air quality are concluded to be less than significant.

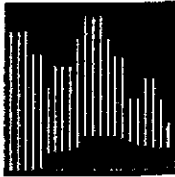
Potential noise impacts of the Project are related to construction activity, Project-related traffic and on-site stationary sources. The Project and related projects are physically separated such that individual construction noise levels are not expected to have cumulative effects. Nevertheless, each of these related projects presumably would comply with the applicable provisions of the LAMC, thereby precluding the potential for significant construction noise impacts. Cumulative traffic noise increases would be below the 5 dBA significance threshold, and thus, would be a less-than-significant impact. On-site noise sources for the Project and all related projects are subject to the provisions of the LAMC and as such, compliance with the regulations established therein would preclude significant environmental impacts. Cumulative impacts from on-site sources are anticipated to be less than significant given the distance between the Project and the related projects and that the impacts from each related project would be reduced to less-than-significant levels.

**c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?**

**No Impact.** Based on the documentation provided above, implementation of the Project would not cause environmental effects that cause substantial direct or indirect adverse effects on human beings.







## APPENDIX A: SHADOW ANALYSIS

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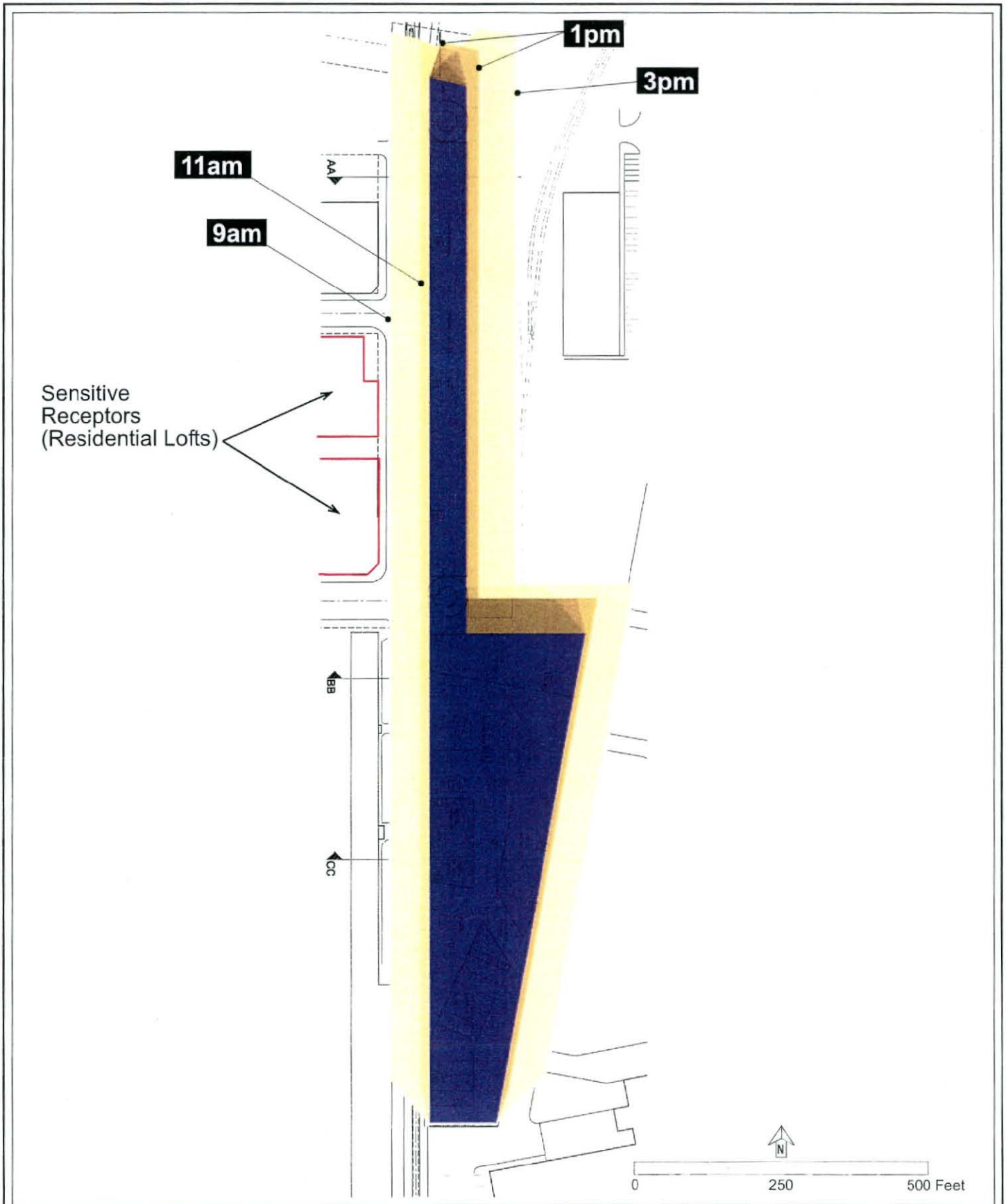
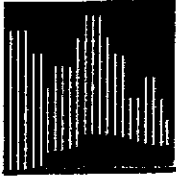


Exhibit 1  
 Winter Solstice Shadows  
 with Proposed Building Height

Source: PCR Services Corporation, 2006.





**APPENDIX B:  
AIR WORKSHEETS**

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# **One Santa Fe Project**

**Draft MND**

**Air Worksheets**

**Provided by PCR Services Corporation**

**October 2006**

- B-1 Project Construction Emissions**
- B-2 SCAQMD Rule 403 (Fugitive Dust) Control Requirements**
- B-3 Project Operation Emissions**

# Appendix B-1

- Construction Emissions Inventory
  - Regional Construction Emissions
    - URBEMIS2002 Output Files
    - Localized PM<sub>10</sub> Analysis



Construction (110306).txt  
 URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\One Santa Fe  
 (Mcgregor)\Construction\Construction (110306).urb  
 Project Name: One Santa Fe Construction  
 Project Location: South Coast Air Basin (Los Angeles area)  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
 (Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007 ***							
TOTALS (lbs/day, unmitigated)	5.02	48.13	36.27	0.03	10.50	1.55	8.95
TOTALS (lbs/day, mitigated)	5.02	48.13	36.27	0.03	10.50	1.55	8.95
*** 2008 ***							
TOTALS (lbs/day, unmitigated)	69.64	75.01	99.53	0.04	2.88	2.52	0.36
TOTALS (lbs/day, mitigated)	69.64	65.39	99.53	0.00	2.88	2.52	0.36
*** 2009 ***							
TOTALS (lbs/day, unmitigated)	71.52	75.27	115.16	0.00	3.12	2.76	0.36
TOTALS (lbs/day, mitigated)	71.52	75.27	115.16	0.00	3.12	2.76	0.36

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\One Santa Fe  
 (Mcgregor)\Construction\Construction (110306).urb  
 Project Name: One Santa Fe Construction  
 Project Location: South Coast Air Basin (Los Angeles area)  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
 (Pounds/Day - Summer)

Construction Start Month and Year: November, 2007  
 Construction Duration: 21  
 Total Land Use Area to be Developed: 4 acres  
 Maximum Acreage Disturbed Per Day: 0 acres  
 Single Family Units: 0 Multi-Family Units: 459  
 Retail/Office/Institutional/Industrial Square Footage: 27000

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	8.87	-	8.87
Off-Road Diesel	4.08	28.81	31.64	-	1.18	1.18	0.00
On-Road Diesel	0.87	19.19	3.24	0.03	0.45	0.37	0.08
Worker Trips	0.07	0.13	1.39	0.00	0.00	0.00	0.00
Maximum lbs/day	5.02	48.13	36.27	0.03	10.50	1.55	8.95
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Construction (110306).txt

Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	5.02	48.13	36.27	0.03	10.50	1.55	8.95

\*\*\* 2008\*\*\*

Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	8.40	53.65	68.62	-	1.85	1.85	0.00
On-Road Diesel	0.98	21.33	3.65	0.04	0.50	0.41	0.09
Worker Trips	0.04	0.03	0.54	0.00	0.01	0.00	0.01
Maximum lbs/day	9.42	75.01	72.81	0.04	2.36	2.26	0.10

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	9.55	64.29	76.26	-	2.50	2.50	0.00
Bldg Const Worker Trips	0.95	0.55	11.64	0.00	0.19	0.01	0.18
Arch Coatings Off-Gas	58.20	-	-	-	-	-	-
Arch Coatings Worker Trips	0.95	0.55	11.64	0.00	0.19	0.01	0.18
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	69.64	65.39	99.53	0.00	2.88	2.52	0.36
Max lbs/day all phases	69.64	65.39	99.53	0.00	2.88	2.52	0.36

\*\*\* 2009\*\*\*

Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	9.55	61.71	77.90	-	2.29	2.29	0.00
Bldg Const Worker Trips	0.86	0.50	10.73	0.00	0.19	0.01	0.18
Arch Coatings Off-Gas	58.20	-	-	-	-	-	-
Arch Coatings Worker Trips	0.86	0.50	10.73	0.00	0.19	0.01	0.18
Asphalt Off-Gas	0.12	-	-	-	-	-	-
Asphalt Off-Road Diesel	1.90	12.14	15.58	-	0.44	0.44	0.00
Asphalt On-Road Diesel	0.02	0.40	0.08	0.00	0.01	0.01	0.00
Asphalt Worker Trips	0.01	0.01	0.12	0.00	0.00	0.00	0.00
Maximum lbs/day	71.52	75.27	115.16	0.00	3.12	2.76	0.36
Max lbs/day all phases	71.52	75.27	115.16	0.00	3.12	2.76	0.36

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: Rule 403  
 Percent Reduction (ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 66%)  
 Phase 1 - Demolition Assumptions  
 Start Month/Year for Phase 1: Nov '07  
 Phase 1 Duration: 2 months  
 Building Volume Total (cubic feet): 696960  
 Building Volume Daily (cubic feet): 21120  
 On-Road Truck Travel (VMT): 733.5

Construction (110306).txt

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Other Equipment	190	0.620	8.0
1	Rubber Tired Loaders	165	0.465	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Jan '08

Phase 2 Duration: 2 months

On-Road Truck Travel (VMT): 895.5

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Excavators	180	0.580	8.0
1	Other Equipment	190	0.620	8.0
1	Rubber Tired Loaders	165	0.465	8.0
2	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Mar '08

Phase 3 Duration: 17 months

Start Month/Year for SubPhase Building: Mar '08

SubPhase Building Duration: 17 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Concrete/Industrial saws	84	0.730	8.0
2	Cranes	190	0.430	8.0
2	Other Equipment	190	0.620	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Apr '08

SubPhase Architectural Coatings Duration: 16 months

Start Month/Year for SubPhase Asphalt: Mar '09

SubPhase Asphalt Duration: 1 months

Acres to be Paved: 1

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Paving Equipment	111	0.530	8.0
1	Rollers	114	0.430	8.0

**One Santa Fe Project - Demolition Phase**

<b>One Santa Fe Project</b>	<b>Construction Activity</b>
	Demolition of Existing <b>36,960</b> Square Foot Structure <sup>a</sup>
<b>Demolition Schedule -</b>	<b>44 days<sup>b</sup></b>

<b>Fugitive Dust Material Handling</b>			
<b>Aerodynamic Particle Size Multiplier<sup>d</sup></b>	<b>Mean Wind Speed<sup>e</sup> mph</b>	<b>Moisture Content<sup>f</sup></b>	<b>Debris Handled<sup>g</sup> ton/day</b>
0.35	3.0	2.0	990
<b>Incremental Increase in Onsite Fugitive Dust Emissions from Construction Equipment</b>			
Material Handling <sup>h</sup> : $(0.0032 \times \text{Aerodynamic Particle Size Multiplier} \times (\text{wind speed (mph)/5})^{1.3} / (\text{moisture content}/2)^{1.4} \times \text{debris handled (ton/day)}) \times (1 - \text{control efficiency}) = \text{PM10 Emissions (lb/day)}$			
<b>Description</b>	<b>Control Efficiency %</b>	<b>PM10 Mitigated<sup>m</sup> lb/day</b>	
Material Handling (Demolition) <sup>i</sup>	50	1.37	
Material Handling (Debris)	50	1.37	
<b>Total</b>		<b>2.74</b>	

<b>Total Incremental Localized Emissions from Construction Activities</b>	
<b>Sources</b>	<b>PM10 lb/day</b>
On-site Emissions (Mitigated)	2.7
<b>Significance Threshold<sup>n</sup></b>	<b>13</b>
<b>Exceed Significance?</b>	<b>NO</b>

**Notes:**  
 Project specific data may be entered into shaded cells. Changing the values in the shaded cells will not affect the integrity of the worksheets. Verify that units of values entered match units for cell.  
 Adding lines or entering values with units different than those associated with the shaded cells may alter the integrity of the sheets or produce incorrect results.

a) SCAQMD, estimated from survey data, Sept 2004  
 b) Equipment name must match CARB Off-Road Model (see Off-Road Model EF worksheet) equipment name for sheet to look up EFs automatically.  
 c) SCAB values provided by the ARB, Aug 2004. Assumed equipment is diesel fueled.  
 d) USEPA, AP-42, Jan 1995, Section 13.2.4 Aggregate Handling and Storage Piles, p 13.2.4-3 Aerodynamic particle size multiplier for < 10 µm  
 e) Mean wind speed - maximum of daily average wind speeds reported in 1981 meteorological data.  
 f) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, equation 2-15, p 2-28  
 g) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, p 2-28. Debris weight to area ratio = 0.0625 ton/sq ft  
 $(666,960 \text{ sq ft} \times 0.066 \text{ ton/sq ft})/44 \text{ days} = 990 \text{ ton/day}$   
 h) CARB, EMFAC2002 (version 2.2) Burden Model, Winter 2005, 75 F, 40% RH:  $\text{EF, lb/yr} = (\text{EF, ton/yr} \times 2,000 \text{ lb/ton})/\text{VMT}$   
 i) Assumed 30 cubic yd truck capacity [(990 tons/day) x 2,000 lb/ton x cyd/1,620 lb = 1222 cyd/30 cyd/truck = 40.74 one-way truck trips/day, where building debris density is assumed to be 1,620 lb/cyd]. Multiple trucks may be used.  
 j) Assumed trucks travel 0.1 mile through project site.  
 k) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, equation 2-11, p 2-28. EPA suggests using the material handling equation for demolition emission estimates.  
 l) EPA suggests using the material handling equation for demolition emission estimates.  
 m) Includes watering at least three times a day per Rule 403 (60% control efficiency)  
 n) Illustration purpose showing the most stringent LSTs. Please consult App. C of the Methodology Paper for applicable LSTs.

One Santa Fe Project - Site Preparation Phase

One Santa Fe Project Project	Construction Activity
	Site Preparation 124,063 Square Feet
Site Preparation Schedule	44 days

Fugitive Dust Clearing Parameters - Scraping/Grading		
Silt Content	Mean Vehicle Weight ton	Vehicle Miles Traveled
6.5	28.73	808

Fugitive Dust Stockpiling Parameters				
Silt Content	Precipitation Days	Mean Wind Speed Percent	TSP Fraction	Area (acres)
6.5				8.11

Fugitive Dust Material Handling					
Aerodynamic Particle Size Multiplier	Mean Wind Speed mph	Moisture Content	Dirt Handled cy	Debris Handled cy	Dirt Handled lb/day
0.25	1.20		2,387	19	1,387,557

Construction Vehicle (Mobile Source) Emission Factor	
Heavy-Duty Truck	PM10 lb/mile
	0.02

Construction Worker Number of Trips and Trip Length		
Vehicle	No. of One-Way Trips/Day	One Way Trip Length (miles)
Water Truck		5

Incremental Increase in Fugitive Dust Emissions from Construction Operation

Equations:  
 Scraping: PM10 Emissions (lb/day) = 1.5 x (silt content/12)<sup>0.4</sup> x (mean vehicle weight)<sup>0.4</sup> x VMT x (1 - control efficiency)  
 Storage Piles: PM10 Emissions (lb/day) = 1.7 x (silt content/1.5) x ((365-precipitation days)/235) x wind speed percent/15 x TSP fraction x Area x (1 - control efficiency)  
 Material Handling: PM10 Emissions (lb/day) = (0.0032 x aerodynamic particle size multiplier x (wind speed (mph)<sup>3</sup>/(moisture content/2)<sup>1.4</sup> x dirt handled (lb/day)/2,000 (lb/ton) x (1 - control efficiency)

Description	Control Efficiency %	Unmitigated PM10 <sup>a</sup> lb/day
Scraping		0.13
Storage Piles		2.23
Material Handling		0.24
Total		2.60

Incremental Increase in Onsite Combustion Emissions from Onroad Mobile Vehicle

Equation: Emission Factor (lb/mile) x No. of One-Way Trips/Day x 2 x Trip length (mile) = Mobile Emissions (lb/day)

Vehicle	PM10 lb/day
Water Truck	0.02
Total	0.02

Total Incremental Localized Emissions from Construction Activities

Source	PM10 lb/day
On-site Emissions	2.6
Significance Threshold <sup>b</sup>	17
Exceed Significance?	NO

**Notes:**  
 Footprint specific data may be entered into shaded cells. Changing the values in the shaded cells will not affect the integrity of the worksheets. Verify that units of values entered match units for cell.  
 Adding lines or removing values with units different than those associated with the shaded cells may alter the integrity of the sheets or produce incorrect results.  
 a) SCAQMD, estimated from survey data, Sept 2004  
 b) Equipment owner must use CARB Off-Road Model (or Off-Road Model (if worksheet) equipment name for sheet to look up EFs automatically.  
 c) SCAQMD values provided by the ARB, Aug 2004. Assumed equipment is diesel fueled.  
 d) USEPA, AP-42, July 1996, Table 11.3-3 Typical Values for Common Factors Applicable to the Predictive Emissions Factor Equations  
 e) Mean vehicle weight (20,000 pound empty with a 75,000 pound capacity) collected from 4350 Model Steeper Compactor Performance Handbook, Edition 33. Steeper is the same horsepower range (250-350 hp) as the comparable ARB emission factors.  
 f) Compactor Q310 has a 11.5 foot wide blade, with no assumed 2 foot overlap (9.5 foot wide). Vehicle miles traveled (VMT) = (124,063 sq ft)/99.5 feet x miles/5,280 ft/day = 0.46 miles  
 g) Table AP-9-1E1, SCAQMD CDDA Air Quality Handbook, 1993  
 h) Mean wind speed percent - percent of time mean wind speed exceeds 12 mph  
 i) Annual average pH is 6.11 used in this  
 j) USEPA, AP-42, July 1995, Section 11.3.4 Aggregate Handling and Storage Piles, p 11.3.4-3 Aerodynamic particle size multiplier for < 10 um  
 k) Mean wind speed - maximum of daily average wind speeds reported in 1991 meteorological data.  
 l) Assuming 4221 cubic yards of dirt handled [(42821 cy) x 2,388 lb/cy]/44 days = 2,387,557 lb/day  
 m) CARB, EMFAC2002 (revision 2.3) Emission Model, Winter 2005, 75 F, 40% RH EF, lb/cy = (EF, lb/cy x 2,000 lb/ton)/VMT  
 n) Assumed 30 cubic yd truck capacity for 42821 cy of dirt and 8 cy of debris [(42821 cy) x truck/30 cy]/44 days = 6 one-way truck trips/day. Assumed haul truck travels 6.1 miles through facility  
 o) Assumed dirt that will water truck represents error (28,093 square feet of disturbed area)  
 p) USEPA, AP-42, July 1996, Equation 16 and Table 11.3-2, AP-42, December 2001. Also see comment g of Table 11.9-1  
 q) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, Sept 1992, EPA-600/2-92-004, Equation 7-17  
 r) USEPA, AP-42, July 1995, Section 11.3.4 Aggregate Handling and Storage Piles, Equation 1  
 s) Includes watering at least three times a day per Table 403 (64% control efficiency).  
 t) Illustrates purpose showing the mean mitigation LRTs. Please consult App. C of the Methodology Paper for applicable LRTs.

## Appendix B-2

- SCAQMD Rule 403 (Fugitive Dust) Control Requirements
  - SCAQMD Rule 403 Measures For High Wind Conditions
  - SCAQMD Rule 403 Measures For Normal Wind Conditions

(Adopted May 7, 1976) (Amended November 6, 1992)  
(Amended July 9, 1993) (Amended February 14, 1997)  
(Amended December 11, 1998)(Amended April 2, 2004)

**RULE 403. FUGITIVE DUST**

(a) Purpose

The purpose of this Rule is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

(b) Applicability

The provisions of this Rule shall apply to any activity or man-made condition capable of generating fugitive dust.

(c) Definitions

- (1) ACTIVE OPERATIONS means any source capable of generating fugitive dust, including, but not limited to, earth-moving activities, construction/demolition activities, disturbed surface area, or heavy- and light-duty vehicular movement.
- (2) AGGREGATE-RELATED PLANTS are defined as facilities that produce and / or mix sand and gravel and crushed stone.
- (3) AGRICULTURAL HANDBOOK means the region-specific guidance document that has been approved by the Governing Board or hereafter approved by the Executive Officer and the U.S. EPA. For the South Coast Air Basin, the Board-approved region-specific guidance document is the Rule 403 Agricultural Handbook dated December 1998. For the Coachella Valley, the Board-approved region-specific guidance document is the Rule 403 Coachella Valley Agricultural Handbook dated April 2, 2004.
- (4) ANEMOMETERS are devices used to measure wind speed and direction in accordance with the performance standards, and maintenance and calibration criteria as contained in the most recent Rule 403 Implementation Handbook.
- (5) BEST AVAILABLE CONTROL MEASURES means fugitive dust control actions that are set forth in Table 1 of this Rule.

- (6) BULK MATERIAL is sand, gravel, soil, aggregate material less than two inches in length or diameter, and other organic or inorganic particulate matter.
- (7) CEMENT MANUFACTURING FACILITY is any facility that has a cement kiln at the facility.
- (8) CHEMICAL STABILIZERS are any non-toxic chemical dust suppressant which must not be used if prohibited for use by the Regional Water Quality Control Boards, the California Air Resources Board, the U.S. Environmental Protection Agency (U.S. EPA), or any applicable law, rule or regulation. The chemical stabilizers shall meet any specifications, criteria, or tests required by any federal, state, or local water agency. Unless otherwise indicated, the use of a non-toxic chemical stabilizer shall be of sufficient concentration and application frequency to maintain a stabilized surface.
- (9) CONSTRUCTION/DEMOLITION ACTIVITIES means any on-site mechanical activities conducted in preparation of, or related to, the building, alteration, rehabilitation, demolition or improvement of property, including, but not limited to the following activities: grading, excavation, loading, crushing, cutting, planing, shaping or ground breaking.
- (10) CONTRACTOR means any person who has a contractual arrangement to conduct an active operation for another person.
- (11) DISTURBED SURFACE AREA means a portion of the earth's surface which has been physically moved, uncovered, destabilized, or otherwise modified from its undisturbed natural soil condition, thereby increasing the potential for emission of fugitive dust. This definition excludes those areas which have:
  - (A) been restored to a natural state, such that the vegetative ground cover and soil characteristics are similar to adjacent or nearby natural conditions;
  - (B) been paved or otherwise covered by a permanent structure; or
  - (C) sustained a vegetative ground cover of at least 70 percent of the native cover for a particular area for at least 30 days.
- (12) DUST SUPPRESSANTS are water, hygroscopic materials, or non-toxic chemical stabilizers used as a treatment material to reduce fugitive dust emissions.



- (13) **EARTH-MOVING ACTIVITIES** means the use of any equipment for any activity where soil is being moved or uncovered, and shall include, but not be limited to the following: grading, earth cutting and filling operations, loading or unloading of dirt or bulk materials, adding to or removing from open storage piles of bulk materials, landfill operations, weed abatement through disking, and soil mulching.
- (14) **DUST CONTROL SUPERVISOR** means a person with the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule 403 requirements at an active operation.
- (15) **FUGITIVE DUST** means any solid particulate matter that becomes airborne, other than that emitted from an exhaust stack, directly or indirectly as a result of the activities of any person.
- (16) **HIGH WIND CONDITIONS** means that instantaneous wind speeds exceed 25 miles per hour.
- (17) **INACTIVE DISTURBED SURFACE AREA** means any disturbed surface area upon which active operations have not occurred or are not expected to occur for a period of 20 consecutive days.
- (18) **LARGE OPERATIONS** means any active operations on property which contains 50 or more acres of disturbed surface area; or any earth-moving operation with a daily earth-moving or throughput volume of 3,850 cubic meters (5,000 cubic yards) or more three times during the most recent 365-day period.
- (19) **OPEN STORAGE PILE** is any accumulation of bulk material, which is not fully enclosed, covered or chemically stabilized, and which attains a height of three feet or more and a total surface area of 150 or more square feet.
- (20) **PARTICULATE MATTER** means any material, except uncombined water, which exists in a finely divided form as a liquid or solid at standard conditions.
- (21) **PAVED ROAD** means a public or private improved street, highway, alley, public way, or easement that is covered by typical roadway materials, but excluding access roadways that connect a facility with a public paved roadway and are not open to through traffic. Public paved roads are those open to public access and that are owned by any federal, state, county, municipal or any other governmental or quasi-governmental agencies. Private paved roads are any paved roads not defined as public.

- (22) **PM<sub>10</sub>** means particulate matter with an aerodynamic diameter smaller than or equal to 10 microns as measured by the applicable State and Federal reference test methods.
- (23) **PROPERTY LINE** means the boundaries of an area in which either a person causing the emission or a person allowing the emission has the legal use or possession of the property. Where such property is divided into one or more sub-tenancies, the property line(s) shall refer to the boundaries dividing the areas of all sub-tenancies.
- (24) **RULE 403 IMPLEMENTATION HANDBOOK** means a guidance document that has been approved by the Governing Board on April 2, 2004 or hereafter approved by the Executive Officer and the U.S. EPA.
- (25) **SERVICE ROADS** are paved or unpaved roads that are used by one or more public agencies for inspection or maintenance of infrastructure and which are not typically used for construction-related activity.
- (26) **SIMULTANEOUS SAMPLING** means the operation of two PM<sub>10</sub> samplers in such a manner that one sampler is started within five minutes of the other, and each sampler is operated for a consecutive period which must be not less than 290 minutes and not more than 310 minutes.
- (27) **SOUTH COAST AIR BASIN** means the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County as defined in California Code of Regulations, Title 17, Section 60104. The area is bounded on the west by the Pacific Ocean, on the north and east by the San Gabriel, San Bernardino, and San Jacinto Mountains, and on the south by the San Diego county line.
- (28) **STABILIZED SURFACE** means any previously disturbed surface area or open storage pile which, through the application of dust suppressants, shows visual or other evidence of surface crusting and is resistant to wind-driven fugitive dust and is demonstrated to be stabilized. Stabilization can be demonstrated by one or more of the applicable test methods contained in the Rule 403 Implementation Handbook.
- (29) **TRACK-OUT** means any bulk material that adheres to and agglomerates on the exterior surface of motor vehicles, haul trucks, and equipment (including tires) that have been released onto a paved road and can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.

- (30) TYPICAL ROADWAY MATERIALS means concrete, asphaltic concrete, recycled asphalt, asphalt, or any other material of equivalent performance as determined by the Executive Officer, and the U.S. EPA.
- (31) UNPAVED ROADS means any unsealed or unpaved roads, equipment paths, or travel ways that are not covered by typical roadway materials. Public unpaved roads are any unpaved roadway owned by federal, state, county, municipal or other governmental or quasi-governmental agencies. Private unpaved roads are all other unpaved roadways not defined as public.
- (32) VISIBLE ROADWAY DUST means any sand, soil, dirt, or other solid particulate matter which is visible upon paved road surfaces and which can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.
- (33) WIND-DRIVEN FUGITIVE DUST means visible emissions from any disturbed surface area which is generated by wind action alone.
- (34) WIND GUST is the maximum instantaneous wind speed as measured by an anemometer.

(d) Requirements

- (1) No person shall cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that:
  - (A) the dust remains visible in the atmosphere beyond the property line of the emission source; or
  - (B) the dust emission exceeds 20 percent opacity (as determined by the appropriate test method included in the Rule 403 Implementation Handbook), if the dust emission is the result of movement of a motorized vehicle.
- (2) No person shall conduct active operations without utilizing the applicable best available control measures included in Table 1 of this Rule to minimize fugitive dust emissions from each fugitive dust source type within the active operation.
- (3) No person shall cause or allow PM<sub>10</sub> levels to exceed 50 micrograms per cubic meter when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume particulate matter samplers or other U.S. EPA-approved equivalent

(2) Any Large Operation Notification submitted to the Executive Officer or AQMD-approved dust control plan shall be valid for a period of one year from the date of written acceptance by the Executive Officer. Any Large Operation Notification accepted pursuant to paragraph (e)(1), excluding those submitted by aggregate-related plants and cement manufacturing facilities must be resubmitted annually by the person who conducts or authorizes the conducting of a large operation, at least 30 days prior to the expiration date, or the submittal shall no longer be valid as of the expiration date. If all fugitive dust sources and corresponding control measures or special circumstances remain identical to those identified in the previously accepted submittal or in an AQMD-approved dust control plan, the resubmittal may be a simple statement of no-change (Form 403NC).

**(f) Compliance Schedule**

The newly amended provisions of this Rule shall become effective upon adoption. Pursuant to subdivision (e), any existing site that qualifies as a large operation will have 60 days from the date of Rule adoption to comply with the notification and recordkeeping requirements for large operations. Any Large Operation Notification or AQMD-approved dust control plan which has been accepted prior to the date of adoption of these amendments shall remain in effect and the Large Operation Notification or AQMD-approved dust control plan annual resubmittal date shall be one year from adoption of this Rule amendment.

**(g) Exemptions**

(1) The provisions of this Rule shall not apply to:

(A) Agricultural operations directly related to the raising of fowls or animals and agricultural operations, provided that the combined disturbed surface area within one continuous property line and not separated by a paved public road is 10 acres or less.

(B) Agricultural operations within the South Coast Air Basin, whose combined disturbed surface area includes more than 10 acres provided that the person responsible for such operations:

(i) voluntarily implements the conservation practices contained in the Rule 403 Agricultural Handbook;

- (ii) completes and maintains the self-monitoring form documenting sufficient conservation practices, as described in the Rule 403 Agricultural Handbook; and
  - (iii) makes the completed self-monitoring form available to the Executive Officer upon request.
- (C) Agricultural operations outside the South Coast Air Basin, until January 1, 2005, whose combined disturbed surface area includes more than 10 acres provided that the person responsible for such operations:
  - (i) voluntarily implements the conservation practices contained in the Rule 403 Coachella Valley Agricultural Handbook; and
  - (ii) completes and maintains the self-monitoring form documenting sufficient conservation practices, as described in the Rule 403 Coachella Valley Agricultural Handbook; and
  - (iii) makes the completed self-monitoring form available to the Executive Officer upon request.
- (D) Active operations conducted during emergency life-threatening situations, or in conjunction with any officially declared disaster or state of emergency.
- (E) Active operations conducted by essential service utilities to provide electricity, natural gas, telephone, water and sewer during periods of service outages and emergency disruptions.
- (F) Any contractor subsequent to the time the contract ends, provided that such contractor implemented the required control measures during the contractual period.
- (G) Any grading contractor, for a phase of active operations, subsequent to the contractual completion of that phase of earth-moving activities, provided that the required control measures have been implemented during the entire phase of earth-moving activities, through and including five days after the final grading inspection.
- (H) Weed abatement operations ordered by a county agricultural commissioner or any state, county, or municipal fire department, provided that:

- (i) mowing, cutting or other similar process is used which maintains weed stubble at least three inches above the soil; and
  - (ii) any discing or similar operation which cuts into and disturbs the soil, where watering is used prior to initiation of these activities and a determination is made by the agency issuing the weed abatement order that, due to fire hazard conditions, rocks, or other physical obstructions, it is not practical to meet the conditions specified in clause (g)(1)(H)(i). The provisions this clause shall not exempt the owner of any property from stabilizing, in accordance with paragraph (d)(2), disturbed surface areas which have been created as a result of the weed abatement actions.
- (I) sandblasting operations.
- (2) The provisions of paragraphs (d)(1) and (d)(3) shall not apply:
- (A) When wind gusts exceed 25 miles per hour, provided that:
    - (i) The required Table 3 contingency measures in this Rule are implemented for each applicable fugitive dust source type, and;
    - (ii) records are maintained in accordance with subparagraph (e)(1)(C).
  - (B) To unpaved roads, provided such roads:
    - (i) are used solely for the maintenance of wind-generating equipment; or
    - (ii) are unpaved public alleys as defined in Rule 1186; or
    - (iii) are service roads that meet all of the following criteria:
      - (a) are less than 50 feet in width at all points along the road;
      - (b) are within 25 feet of the property line; and
      - (c) have a traffic volume less than 20 vehicle-trips per day.
  - (C) To any active operation, open storage pile, or disturbed surface area for which necessary fugitive dust preventive or mitigative actions are in conflict with the federal Endangered Species Act, as determined in writing by the State or federal agency responsible for making such determinations.

- (3) The provisions of (d)(2) shall not apply to any aggregate-related plant or cement manufacturing facility that implements the applicable actions specified in Table 2 of this Rule at all times and shall implement the applicable actions specified in Table 3 of this Rule when the applicable performance standards of paragraphs (d)(1) and (d)(3) can not be met through use of Table 2 actions.
- (4) The provisions of paragraphs (d)(1), (d)(2), and (d)(3) shall not apply to:
  - (A) Blasting operations which have been permitted by the California Division of Industrial Safety; and
  - (B) Motion picture, television, and video production activities when dust emissions are required for visual effects. In order to obtain this exemption, the Executive Officer must receive notification in writing at least 72 hours in advance of any such activity and no nuisance results from such activity.
- (5) The provisions of paragraph (d)(3) shall not apply if the dust control actions, as specified in Table 2, are implemented on a routine basis for each applicable fugitive dust source type. To qualify for this exemption, a person must maintain records in accordance with subparagraph (e)(1)(C).
- (6) The provisions of paragraph (d)(4) shall not apply to earth coverings of public paved roadways where such coverings are approved by a local government agency for the protection of the roadway, and where such coverings are used as roadway crossings for haul vehicles provided that such roadway is closed to through traffic and visible roadway dust is removed within one day following the cessation of activities.
- (7) The provisions of subdivision (e) shall not apply to:
  - (A) officially-designated public parks and recreational areas, including national parks, national monuments, national forests, state parks, state recreational areas, and county regional parks.
  - (B) any large operation which is required to submit a dust control plan to any city or county government which has adopted a District-approved dust control ordinance.
  - (C) any large operation subject to Rule 1158, which has an approved dust control plan pursuant to Rule 1158, provided that all sources of fugitive dust are included in the Rule 1158 plan.
- (8) The provisions of subparagraph (e)(1)(A) through (e)(1)(C) shall not apply to any large operation with an AQMD-approved fugitive dust control plan

provided that there is no change to the sources and controls as identified in the AQMD-approved fugitive dust control plan.

**(h) Fees**

Any person conducting active operations for which the Executive Officer conducts upwind/downwind monitoring for PM<sub>10</sub> pursuant to paragraph (d)(3) shall be assessed applicable Ambient Air Analysis Fees pursuant to Rule 304.1. Applicable fees shall be waived for any facility which is exempted from paragraph (d)(3) or meets the requirements of paragraph (d)(3).



**TABLE 1**  
**BEST AVAILABLE CONTROL MEASURES**  
**(Applicable to All Construction Activity Sources)**

Source Category	Control Measure	Guidance
Backfilling	01-1 Stabilize backfill material when not actively handling; and 01-2 Stabilize backfill material during handling; and 01-3 Stabilize soil at completion of activity.	✓ Mix backfill soil with water prior to moving ✓ Dedicate water truck or high capacity hose to backfilling equipment ✓ Empty loader bucket slowly so that no dust plumes are generated ✓ Minimize drop height from loader bucket
Clearing and grubbing	02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and 02-2 Stabilize soil during clearing and grubbing activities; and 02-3 Stabilize soil immediately after clearing and grubbing activities.	✓ Maintain live perennial vegetation where possible ✓ Apply water in sufficient quantity to prevent generation of dust plumes
Clearing forms	03-1 Use water spray to clear forms; or 03-2 Use sweeping and water spray to clear forms; or 03-3 Use vacuum system to clear forms.	✓ Use of high pressure air to clear forms may cause exceedance of Rule requirements
Crushing	04-1 Stabilize surface soils prior to operation of support equipment; and 04-2 Stabilize material after crushing.	✓ Follow permit conditions for crushing equipment ✓ Pre-water material prior to loading into crusher ✓ Monitor crusher emissions opacity ✓ Apply water to crushed material to prevent dust plumes

**TABLE 1**  
**BEST AVAILABLE CONTROL MEASURES**  
**(Applicable to All Construction Activity Sources)**

Source Category	Control Measure	Guidance
Cut and fill	05-1 Pre-water soils prior to cut and fill activities; and 05-2 Stabilize soil during and after cut and fill activities.	<ul style="list-style-type: none"> <li>✓ For large sites, pre-water with sprinklers or water trucks and allow time for penetration</li> <li>✓ Use water trucks/pulls to water soils to depth of cut prior to subsequent cuts</li> </ul>
Demolition – mechanical/manual	06-1 Stabilize wind erodible surfaces to reduce dust; and 06-2 Stabilize surface soil where support equipment and vehicles will operate; and 06-3 Stabilize loose soil and demolition debris; and 06-4 Comply with AQMD Rule 1403.	<ul style="list-style-type: none"> <li>✓ Apply water in sufficient quantities to prevent the generation of visible dust plumes</li> </ul>
Disturbed soil	07-1 Stabilize disturbed soil throughout the construction site; and 07-2 Stabilize disturbed soil between structures	<ul style="list-style-type: none"> <li>✓ Limit vehicular traffic and disturbances on soils where possible</li> <li>✓ If interior block walls are planned, install as early as possible</li> <li>✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes</li> </ul>
Earth-moving activities	08-1 Pre-apply water to depth of proposed cuts; and 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and 08-3 Stabilize soils once earth-moving activities are complete.	<ul style="list-style-type: none"> <li>✓ Grade each project phase separately, timed to coincide with construction phase</li> <li>✓ Upwind fencing can prevent material movement on site</li> <li>✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes</li> </ul>

**TABLE 1**  
**BEST AVAILABLE CONTROL MEASURES**  
**(Applicable to All Construction Activity Sources)**

Source Category	Control Measure	Guidance
Importing/exporting of bulk materials	09-1 Stabilize material while loading to reduce fugitive dust emissions; and 09-2 Maintain at least six inches of freeboard on haul vehicles; and 09-3 Stabilize material while transporting to reduce fugitive dust emissions; and 09-4 Stabilize material while unloading to reduce fugitive dust emissions; and 09-5 Comply with Vehicle Code Section 23114.	<ul style="list-style-type: none"> <li>✓ Use tarps or other suitable enclosures on haul trucks</li> <li>✓ Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage</li> <li>✓ Comply with track-out prevention/mitigation requirements</li> <li>✓ Provide water while loading and unloading to reduce visible dust plumes</li> </ul>
Landscaping	10-1 Stabilize soils, materials, slopes	<ul style="list-style-type: none"> <li>✓ Apply water to materials to stabilize</li> <li>✓ Maintain materials in a crusted condition</li> <li>✓ Maintain effective cover over materials</li> <li>✓ Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes</li> <li>✓ Hydroseed prior to rain season</li> </ul>
Road shoulder maintenance	11-1 Apply water to unpaved shoulders prior to clearing; and 11-2 Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.	<ul style="list-style-type: none"> <li>✓ Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs</li> <li>✓ Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs</li> </ul>

**TABLE 1**  
**BEST AVAILABLE CONTROL MEASURES**  
**(Applicable to All Construction Activity Sources)**

Source Category	Control Measure	Guidance
Screening	12-1 Pre-water material prior to screening; and 12-2 Limit fugitive dust emissions to opacity and plume length standards; and 12-3 Stabilize material immediately after screening.	<ul style="list-style-type: none"> <li>✓ Dedicate water truck or high capacity hose to screening operation</li> <li>✓ Drop material through the screen slowly and minimize drop height</li> <li>✓ Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point</li> </ul>
Staging areas	13-1 Stabilize staging areas during use; and 13-2 Stabilize staging area soils at project completion.	<ul style="list-style-type: none"> <li>✓ Limit size of staging area</li> <li>✓ Limit vehicle speeds to 15 miles per hour</li> <li>✓ Limit number and size of staging area entrances/exists</li> </ul>
Stockpiles/ Bulk Material Handling	14-1 Stabilize stockpiled materials. 14-2 Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.	<ul style="list-style-type: none"> <li>✓ Add or remove material from the downwind portion of the storage pile</li> <li>✓ Maintain storage piles to avoid steep sides or faces</li> </ul>

**TABLE 1**  
**BEST AVAILABLE CONTROL MEASURES**  
**(Applicable to All Construction Activity Sources)**

<b>Source Category</b>	<b>Control Measure</b>	<b>Guidance</b>
Traffic areas for construction activities	15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes.	<ul style="list-style-type: none"> <li>✓ Apply gravel/paving to all haul routes as soon as possible to all future roadway areas</li> <li>✓ Barriers can be used to ensure vehicles are only used on established parking areas/haul routes</li> </ul>
Trenching	16-1 Stabilize surface soils where trencher or excavator and support equipment will operate; and 16-2 Stabilize soils at the completion of trenching activities.	<ul style="list-style-type: none"> <li>✓ Pre-watering of soils prior to trenching is an effective preventive measure. For deep trenching activities, pre-trench to 18 inches soak soils via the pre-trench and resuming trenching</li> <li>✓ Washing mud and soils from equipment at the conclusion of trenching activities can prevent crusting and drying of soil on equipment</li> </ul>
Truck loading	17-1 Pre-water material prior to loading; and 17-2 Ensure that freeboard exceeds six inches (CVC 23114)	<ul style="list-style-type: none"> <li>✓ Empty loader bucket such that no visible dust plumes are created</li> <li>✓ Ensure that the loader bucket is close to the truck to minimize drop height while loading</li> </ul>
Turf Overseeding	18-1 Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and 18-2 Cover haul vehicles prior to exiting the site.	<ul style="list-style-type: none"> <li>✓ Haul waste material immediately off-site</li> </ul>

**TABLE 1**  
**BEST AVAILABLE CONTROL MEASURES**  
**(Applicable to All Construction Activity Sources)**

Source Category	Control Measure	Guidance
Unpaved roads/parking lots	19-1 Stabilize soils to meet the applicable performance standards; and 19-2 Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.	✓ Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements
Vacant land	20-1 In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.	

**TABLE 2**  
**DUST CONTROL MEASURES FOR LARGE OPERATIONS**

<b>FUGITIVE DUST SOURCE CATEGORY</b>	<b>CONTROL ACTIONS</b>
<b>Earth-moving (except construction cutting and filling areas, and mining operations)</b>	<p>(1a) Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; OR</p> <p>(1a-1) For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.</p>
<b>Earth-moving: Construction fill areas:</b>	<p>(1b) Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. For areas which have an optimum moisture content for compaction of less than 12 percent, as determined by ASTM Method 1557 or other equivalent method approved by the Executive Officer and the California Air Resources Board and the U.S. EPA, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations.</p>

TABLE 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS
<b>Earth-moving: Construction cut areas and mining operations:</b>	(1c) Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.
<b>Disturbed surface areas (except completed grading areas)</b>	(2a/b) Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust must have an application of water at least twice per day to at least 80 percent of the unstabilized area.
<b>Disturbed surface areas: Completed grading areas</b>	(2c) Apply chemical stabilizers within five working days of grading completion; OR  (2d) Take actions (3a) or (3c) specified for inactive disturbed surface areas.
<b>Inactive disturbed surface areas</b>	(3a) Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR (3b) Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR (3c) Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR (3d) Utilize any combination of control actions (3a), (3b), and (3c) such that, in total, these actions apply to all inactive disturbed surface areas.



TABLE 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS
<b>Unpaved Roads</b>	<p>(4a) Water all roads used for any vehicular traffic at least once per every two hours of active operations [3 times per normal 8 hour work day]; OR</p> <p>(4b) Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR</p> <p>(4c) Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.</p>
<b>Open storage piles</b>	<p>(5a) Apply chemical stabilizers; OR</p> <p>(5b) Apply water to at least 80 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR</p> <p>(5c) Install temporary coverings; OR</p> <p>(5d) Install a three-sided enclosure with walls with no more than 50 percent porosity which extend, at a minimum, to the top of the pile. This option may only be used at aggregate-related plants or at cement manufacturing facilities.</p>
<b>All Categories</b>	<p>(6a) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 2 may be used.</p>

TABLE 3

## CONTINGENCY CONTROL MEASURES FOR LARGE OPERATIONS

<b>FUGITIVE DUST SOURCE CATEGORY</b>	<b>CONTROL MEASURES</b>
<b>Earth-moving</b>	(1A) Cease all active operations; OR (2A) Apply water to soil not more than 15 minutes prior to moving such soil.
<b>Disturbed surface areas</b>	(0B) On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days: apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; OR (1B) Apply chemical stabilizers prior to wind event; OR (2B) Apply water to all unstabilized disturbed areas 3 times per day. If there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per day; OR (3B) Take the actions specified in Table 2, Item (3c); OR (4B) Utilize any combination of control actions (1B), (2B), and (3B) such that, in total, these actions apply to all disturbed surface areas.
<b>Unpaved roads</b>	(1C) Apply chemical stabilizers prior to wind event; OR (2C) Apply water twice per hour during active operation; OR (3C) Stop all vehicular traffic.
<b>Open storage piles</b>	(1D) Apply water twice per hour; OR (2D) Install temporary coverings.
<b>Paved road track-out</b>	(1E) Cover all haul vehicles; OR (2E) Comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads.
<b>All Categories</b>	(1F) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 3 may be used.

## Appendix B-3

- Operation Emissions Inventory
  - Regional Operation Emissions
    - Regional Emission Summary Sheet
    - Stationary Source Emissions
    - URBEMIS2002 Output Files
  - Local Operation Emissions
    - One-hour CO Summary Sheet
    - Eight-hour CO Summary Sheet
    - CALINE4 Output Files
    - EMFAC2002 Emission Rates

# One Santa Fe

## Regional Emission Calculations (lbs/day)

	<b>CO</b>	<b>NOx</b>	<b>PM10</b>	<b>ROC</b>	<b>SOx</b>
Net Mobile	201.2	24.0	24.3	21.1	<1
Net Area	3.7	3.7	<1	30.8	<1
Net Stationary	2.1	<1	11.9	<1	1.2
Total Net	206.9	27.8	36.2	52.2	1.4
SCAQMD Significance Threshold	550	55	150	55	150
<b>Difference</b>	<b>(343)</b>	<b>(27)</b>	<b>(114)</b>	<b>(3)</b>	<b>(149)</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Electricity Usage**

Land Use	Electricity Usage Rate <sup>a</sup>		Total Electricity Usage		Emission Factors (lbs/MWh) <sup>b</sup>				
	1,000 Sqft	(kWh/sq.ft/yr)	(KWh/year)	(MWh/Day)	CO	ROC	NOx	PM10	SOx
Project					0.2	0.01	1.15	0.04	0.12
Restaurant	25.0	47.45	1,186,250	3,250	0.650	0.033	3.738	0.130	0.390
Residential (DU)	459.0	5,627	2,582,584	7,076	1.415	0.071	8.137	0.283	0.849
<b>Total Project</b>			<b>3,768,834</b>	<b>10,326</b>	<b>2.07</b>	<b>0.10</b>	<b>11.88</b>	<b>0.41</b>	<b>1.24</b>
<b>Net Emissions From Electricity Usage</b>					<b>2.07</b>	<b>0.10</b>	<b>11.88</b>	<b>0.41</b>	<b>1.24</b>

**Summary of Stationary Emissions**

	CO	ROC	NOx	PM10	SOx
Total Existing Emissions (lbs/day)	0.00	0.00	0.00	0.00	0.00
Total Project Emissions (lbs/day)	2.07	0.10	11.88	0.41	1.24
Total Net Emissions (lbs/day)	2.07	0.10	11.88	0.41	1.24

<sup>a</sup> Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

<sup>b</sup> Emission Factors from Table A9-11-B, CEQA Air Quality Handbook, SCAQMD, 1993.

File Name: V:\AQUARISE DIVISION\Active Projects\One Santa Fe (McGregor)\Operations\Operations (092506).urb  
 Project Name: One Santa Fe Operations  
 Project Location: South Coast Air Basin (Los Angeles area)  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

**DETAIL REPORT**  
 (Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.26	3.70	1.68	0	0.01
Hearth	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions	-	-	-	-	-
Consumer Products	22.46	-	-	-	-
Architectural Coatings	7.73	-	-	-	-
<b>TOTALS (lbs/day, unmitigated)</b>	<b>30.47</b>	<b>3.70</b>	<b>1.68</b>	<b>0.00</b>	<b>0.01</b>

**UNMITIGATED OPERATIONAL EMISSIONS**

	ROG	NOx	CO	SO2	PM10
Live/Work Units	1.07	1.69	12.21	0.01	1.47
Apartments mid rise	14.92	22.86	165.41	0.11	19.94
High turnover (sit-down)	2.02	3.38	23.55	0.02	2.90
<b>TOTAL EMISSIONS (lbs/day)</b>	<b>18.02</b>	<b>27.93</b>	<b>201.17</b>	<b>0.13</b>	<b>24.31</b>

Does not include correction for passby trips.  
 Does not include double counting adjustment for internal trips.

**OPERATIONAL (Vehicle) EMISSION ESTIMATES**

Analysis Year: 2009 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

**Summary of Land Uses:**

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Live/Work Units	1.06	8.53 trips/dwelling unit	17.00	145.00
Apartments mid rise	11.63	4.45 trips/dwelling unit	442.00	1,965.00
High turnover (sit-down)	-	13.32 trips/1000 sq. ft.	25.00	333.00
<b>Sum of Total Trips</b>				<b>2,443.00</b>
<b>Total Vehicle Miles Traveled</b>				<b>16,026.37</b>

**Vehicle Assumptions:**

**Fleet Mix:**

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.90	1.30	96.40	0.30
Light Truck - 3,750 lbs	15.10	2.60	95.40	2.00
Light Truck - 3,751- 5,750	16.10	1.20	98.10	0.70
Med Truck	5,751- 8,000	7.30	95.90	2.70
Lite-Heavy	8,001-10,000	1.10	0.00	81.80
Lite-Heavy	10,001-14,000	0.30	0.00	66.70
Med-Heavy	14,001-33,000	1.00	0.00	38.00
Heavy-Heavy	33,001-40,000	0.90	0.00	11.10
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.30	0.00	50.00	50.00
Motorcycle	1.60	75.00	25.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

**Travel Conditions**

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Mon-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	30.0	37.0	43.0			
% of Trips - Commercial (by land use)				3.0	2.5	92.5
High turnover (sit-down) rest.						

**Changes made to the default values for Land Use Trip Percentages**

The Trip Rate and/or Acreage values for Apartments low rise have changed from the defaults 4.89/1.06 to 8.53/11.63  
 The Trip Rate and/or Acreage values for Apartments mid rise have changed from the defaults 5.76/11.63 to 4.45/11.63

**Changes made to the default values for Area**

The wood stove percentage changed from 15 to 0.  
 The wood fireplace percentage changed from 10 to 0.  
 The natural gas fireplace percentage changed from 55 to 0.  
 The no hearth options percentage changed from 0 to 100.  
 The landscape year changed from 2003 to 2009.

**Changes made to the default values for operations**

The operational emission year changed from 2005 to 2009.  
 The operational winter temperature changed from 50 to 60.  
 The operational summer temperature changed from 90 to 75.  
 The operational summer selection item changed from 0 to 5.

File Name: V:\A000156 DIVISION\Active Projects\One Santa Fe (McGregor)\Operations\Operations (052506).urb  
 Project Name: One Santa Fe Operations  
 Project Location: South Coast Air Basin (Los Angeles area)  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

**DETAIL REPORT**  
 (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.28	3.70	1.44	0	0.01
Hearth - No summer emissions					
Landscapeing	0.39	0.01	1.98	0.00	0.00
Consumer Products	22.46	-	-	-	-
Architectural Coatings	7.73	-	-	-	-
<b>TOTALS (lbs/day, unmitigated)</b>	<b>30.76</b>	<b>3.71</b>	<b>3.44</b>	<b>0.00</b>	<b>0.01</b>

**UNMITIGATED OPERATIONAL EMISSIONS**

	ROG	NOx	CO	SO2	PM10
Live/Work Units	1.14	1.34	13.11	0.01	1.47
Apartments mid rise	17.09	18.19	177.43	0.12	19.94
High turnover (sit-down)	2.06	2.69	24.88	0.02	2.90
<b>TOTAL EMISSIONS (lbs/day)</b>	<b>21.07</b>	<b>22.19</b>	<b>213.62</b>	<b>0.14</b>	<b>24.31</b>

Does not include correction for passby trips.  
 Does not include double counting adjustment for internal trips.

**OPERATIONAL (Vehicle) EMISSION ESTIMATES**

Analysis Year: 2009 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

**Summary of Land Uses:**

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Live/Work Units	1.06	8.53 Trips/dwelling unit	17.00	145.00
Apartments mid rise	11.63	4.43 Trips/dwelling unit	442.00	1,953.00
High turnover (sit-down)		13.33 Trips/1000 sq. ft.	25.00	333.00
		<b>Sum of Total Trips</b>		<b>2,441.00</b>
		<b>Total Vehicle Miles Traveled</b>		<b>16,925.37</b>

**Vehicle Assumptions:**

**Fleet Mix:**

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	84.90	1.30	94.40	0.30
Light Truck < 3,750 lbs	16.10	2.60	35.40	3.00
Light Truck 3,751- 5,750	16.10	1.20	34.10	0.70
Med Truck 5,751- 8,500	7.20	1.40	25.90	3.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	16.20
Lite-Heavy 10,001-14,000	0.10	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.50	0.00	11.10	48.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.80	75.00	35.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

**Travel Conditions:**

	Residential		Commercial		
	Non-Work	Non-Shop	Commuter	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.7	6.0	10.3	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0
% of Trips - Residential	28.0	37.0	43.0		

% of Trips - Commercial (by land use)  
 High turnover (sit-down) rest. 5.0 2.5 32.5

**Changes made to the default values for Land Use Trip Percentages**

The Trip Rate and/or Acreage values for Apartments low rise have changed from the defaults 4.09/1.04 to 4.53/1.06  
 The Trip Rate and/or Acreage values for Apartments mid rise have changed from the defaults 5.74/11.63 to 4.43/11.63

**Changes made to the default values for Area**

The wood stove percentage changed from 15 to 0.  
 The wood fireplace percentage changed from 10 to 0.  
 The natural gas fireplace percentage changed from 15 to 0.  
 The no hearth options percentage changed from 0 to 100.  
 The landscape year changed from 2005 to 2009.

**Changes made to the default values for Operations**

The operational emission year changed from 2005 to 2009.  
 The operational winter temperature changed from 50 to 45.  
 The operational summer temperature changed from 90 to 85.  
 The operational summer selection item changed from . 2 to 1.

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQM\NOISE DIVISION\Active Projects\One Santa Fe (Mcgragor)\Operations\Operations (092504).urb  
 Project Name: One Santa Fe Operations  
 Project Location: South Coast Air Basin (Los Angeles Area)  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 3.3

DETAIL REPORT  
 (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	COG	NOX	CO	SO2	PM10
Natural Gas	0.28	3.70	1.68	0	0.01
Hearth - No summer emissions					
Landscaping	0.29	0.01	1.98	0.00	0.00
Consumer Products	22.46	-	-	-	-
Architectural Coatings	7.71	-	-	-	-
TOTALS (lbs/day, unmitigated)	30.74	3.71	3.66	0.00	0.01

UNMITIGATED OPERATIONAL EMISSIONS

	COG	NOX	CO	SO2	PM10
Live/Work Units	1.02	1.45	11.60	0.01	1.47
Apartments mid rise	15.32	19.46	157.14	0.11	19.94
High turnover (sit-down)	1.05	2.91	23.05	0.02	2.90
TOTAL EMISSIONS (lbs/day)	18.19	24.02	190.79	0.14	24.31

Does not include correction for passby trips.  
 Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Temperature (F): 75 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acres	Trip Rate	No. Units	Total Trips
Live/Work Units	1.06	4.53 trips/dwelling unit	17.00	145.00
Apartments mid rise	11.63	4.05 trips/dwelling unit	442.00	1,865.00
High turnover (sit-down)		13.32 trips/1000 sq. ft.	25.00	333.00
Sum of Total Trips				2,443.00
Total Vehicle Miles Traveled				14,028.37

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent	Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.90		1.30	96.40	0.30
Light Truck < 3,750 lbs	19.10		2.40	95.40	2.00
Light Truck 3,751- 5,750	14.10		1.50	98.10	0.70
Med Truck	5.751- 8,900		1.40	95.90	2.70
Lite-Heavy	8,901-10,000		1.10	81.80	18.20
Med-Heavy	10,001-14,000		0.90	64.70	33.30
Heavy-Heavy	14,001-33,000		1.00	30.00	60.00
Heavy-Heavy	33,001-60,000		0.90	0.00	11.10
Line Haul > 60,000 lbs	0.00		0.00	0.00	100.00
Urban Bus	0.20		0.00	50.00	50.00
Motorcycle	1.60		75.00	25.00	0.00
School Bus	0.10		0.00	0.00	100.00
Water Bus	1.40		7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commuter	Non-Work	Customer
Urban Trip Length (miles)	11.6	4.9	4.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	4.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)				5.0	2.5	92.5
High turnover (sit-down) rest.						

Changes made to the default values for Land Use Trip Percentages

The Trip Rate and/or Acres values for Apartments low rise have changed from the defaults 4.69/1.06 to 8.529411/1.06  
 The Trip Rate and/or Acres values for Apartments mid rise have changed from the defaults 5.76/11.63 to 4.05701/11.63

Changes made to the default values for Area

The wood stove percentage changed from 35 to 0.  
 The wood fireplace percentage changed from 10 to 0.  
 The natural gas fireplace percentage changed from 55 to 0.  
 The no hearth options percentage changed from 0 to 100.  
 The landscape year changed from 2005 to 2009.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2009.  
 The operational winter temperature changed from 50 to 60.  
 The operational summer temperature changed from 80 to 75.  
 The operational summer selection item changed from 8 to 5.



**One Santa Fe**

**CALINE4 Modeling Results and Estimated Local 1-Hour Carbon Monoxide Concentrations (ppm)**

Projected Background 1-Hour CO Concentrations (ppm) <sup>a</sup>	
Monitoring Station: Central LA	
<u>Year</u>	<u>1-Hr Concentration</u>
2009	5.26

Intersection and Receptor Locations	Future Without Project		Future With Project		Exceedance of Significance Threshold <sup>d</sup>
	Traffic CO Contribution <sup>b</sup>	Estimated Local CO Concentration <sup>c</sup>	Traffic CO Contribution <sup>b</sup>	Estimated Local CO Concentration <sup>c</sup>	
<b>SANTA FE AVENUE AND THIRD STREET AM</b>					
NE	0.9	6.2	0.9	6.2	NO
SE	0.8	6.1	0.9	6.2	NO
SW	1.0	6.3	1.0	6.3	NO
NW	0.9	6.2	0.9	6.2	NO
<b>SANTA FE AVENUE AND THIRD STREET PM</b>					
NE	1.1	6.4	1.1	6.4	NO
SE	1.1	6.4	1.2	6.5	NO
SW	1.2	6.5	1.3	6.6	NO
NW	1.1	6.4	1.1	6.4	NO

- a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook
- b The 1-hour traffic contribution (ppm) is determined by inputting total traffic volumes into the CALINE4 model.
- c The estimated local concentration is the traffic contribution + the background concentration.
- d The California Ambient Air Quality Standard for 1-hour CO concentrations is 20 ppm.

**One Santa Fe**

**CALINE4 Modeling Results and Estimated Local 8-Hour Carbon Monoxide Concentrations (ppm)**

Projected Background 8-Hour CO Concentrations (ppm) <sup>a</sup>		Average Persistence Factor = 0.70
Monitoring Station: Central LA		
Year 2009	8-Hr Concentration 4.74	

Intersection and Receptor Locations	Future Without Project		Future With Project		
	Traffic CO Contribution <sup>b</sup>	Estimated Local CO Concentration <sup>c</sup>	Traffic CO Contribution <sup>b</sup>	Estimated Local CO Concentration <sup>c</sup>	Exceedance of Significance Threshold <sup>d</sup>
<b>SANTA FE AVENUE AND THIRD STREET AM</b>					
NE	0.4	5.2	0.5	5.2	NO
SE	0.4	5.2	0.5	5.2	NO
SW	0.5	5.2	0.6	5.3	NO
NW	0.5	5.2	0.5	5.2	NO
<b>SANTA FE AVENUE AND THIRD STREET PM</b>					
NE	0.6	5.3	0.6	5.3	NO
SE	0.5	5.2	0.6	5.4	NO
SW	0.6	5.4	0.7	5.4	NO
NW	0.6	5.4	0.6	5.4	NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook.

b The persistence factor is calculated as recommended in Table B.15 in the Transportation Project-Level Carbon Monoxide Protocol (Institute of Transportation Studies, UC Davis, Revised 1997). This is a generalized persistence factor likely to provide a conservative estimate in most situations.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 8-hour CO concentrations is 9 ppm.









Title : Los Angeles County Avg 2009 December Default Title  
 Version : Emfac2002 V2.2 Apr 23 2003  
 Run Date : 01/04/05 14:28:34  
 Scen Year : 2009 -- Model Years: 1965 to 2009  
 Season : December  
 Area : Los Angeles County

Year:2009 -- Model Years 1965 to 2009 Inclusive -- December  
 Emfac2002 Emission Factors: V2.2 Apr 23 2003

County Average

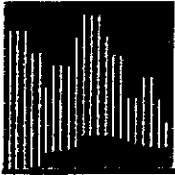
Table 1: Running Exhaust Emissions (grams/mile)

Pollutant Name: Carbon Monoxide Temperature: 60F Relative Humidity: 50%

Speed MPH	IDA	LDT	MDT	HDT	UBUS	MCY	ALL
3	6.845	11.394	11.288	20.992	46.826	37.183	9.421
4	6.597	10.901	10.843	20.992	46.826	37.183	9.105
5	6.366	10.446	10.432	20.992	46.826	37.183	8.811
6	6.150	10.023	9.948	19.315	42.874	35.650	8.423
7	5.947	9.630	9.504	17.810	39.343	34.249	8.065
8	5.758	9.265	9.094	16.456	36.185	32.967	7.735
9	5.580	8.926	8.716	15.236	33.356	31.796	7.430
10	5.412	8.610	8.366	14.137	30.818	30.727	7.147
11	5.254	8.315	8.043	13.144	28.537	29.751	6.885
12	5.106	8.039	7.743	12.246	26.484	28.863	6.642
13	4.965	7.781	7.465	11.433	24.635	28.056	6.415
14	4.833	7.540	7.206	10.696	22.966	27.323	6.203
15	4.707	7.313	6.965	10.028	21.459	26.662	6.006
16	4.588	7.101	6.740	9.421	20.095	26.066	5.822
17	4.476	6.902	6.531	8.869	18.861	25.533	5.649
18	4.369	6.714	6.336	8.366	17.742	25.059	5.488
19	4.267	6.538	6.153	7.909	16.728	24.641	5.336
20	4.171	6.372	5.982	7.492	15.807	24.277	5.194
21	4.079	6.215	5.822	7.111	14.970	23.964	5.061
22	3.991	6.068	5.672	6.764	14.209	23.700	4.936
23	3.908	5.929	5.532	6.447	13.517	23.485	4.818
24	3.829	5.798	5.400	6.158	12.888	23.316	4.707
25	3.754	5.675	5.277	5.893	12.316	23.194	4.603
26	3.682	5.558	5.161	5.652	11.795	23.116	4.505
27	3.613	5.449	5.053	5.432	11.322	23.084	4.413
28	3.548	5.346	4.951	5.231	10.892	23.097	4.326
29	3.486	5.248	4.856	5.048	10.502	23.155	4.244
30	3.427	5.157	4.768	4.882	10.149	23.258	4.168
31	3.371	5.071	4.685	4.731	9.830	23.408	4.096
32	3.317	4.990	4.607	4.594	9.542	23.605	4.028
33	3.266	4.915	4.535	4.470	9.283	23.851	3.965
34	3.217	4.844	4.469	4.358	9.051	24.148	3.906
35	3.171	4.779	4.407	4.258	8.845	24.498	3.851
36	3.128	4.718	4.350	4.169	8.663	24.902	3.800
37	3.087	4.661	4.298	4.091	8.504	25.364	3.752
38	3.048	4.609	4.250	4.022	8.367	25.888	3.709
39	3.011	4.561	4.207	3.962	8.250	26.476	3.669
40	2.976	4.518	4.168	3.912	8.152	27.132	3.632







**APPENDIX C:  
CULTURAL RESOURCES DATA**

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Table 1

Cultural Resource Properties within a Mile Radius of the Project Site

Resource No.	Description	L <sup>a</sup>	Evaluation
19-000887	Artifact and Structural Remains from Spanish Occupation through the 1950's	½	Nominated for NR <sup>b</sup>
19-001112H or CA-LAN-000112H	Old Plaza Church cemetery, garden & padres house (1822)	M	Not Evaluated
19-001575 or CA-LAN-1575	Chinatown (1880-1933)	½	Not Evaluated
19-002563	Historic Trash Deposit (1860-1892)	A	Not Evaluated
19-002610	Old Santa Fe Ave, Stone Pavement and Street Car Line	I	Not Evaluated
19-002741 or CA-LAN-002741	Brick Foundation of an unknown building	M	Not Evaluated
19-002828	Trash scatter, dumps and privies	M	Not Evaluated
19-002928	LA Gas Works Complex	M	Not Evaluated
19-002929	Pelanconi House (La Golondrina Café) <i>West 17 Olvera Street</i>	M	Listed on NR
19-002959	Historic Trash Scatter	M	Not Evaluated
19-003097	Historic Habitation Surface and Privies	M	Not Evaluated
19-003169	Two segments of railroad siding	½	Not Evaluated
19-003181	Concrete Foundation to the J.M. Griffith Co. Planing Mill and Lumber Yard (1868) & Trash Scatter (1840-1900)	M	Not Evaluated
19-003337	Trash Dump/Pit (unknown date)	M	Not Evaluated
19-003338	Historic Trash Dump/Pit	½	Not Evaluated
19-003339	Historic Trash Fill or Pit	½	Not Evaluated
19-003340	Historic Trash Scatter	½	Not Evaluated
19-003347	Werdin Place Granite-Block Pavement	M	Not Evaluated
19-003352	Artifact Scatter (1900), Concrete Foundation and Pipe	½	Not Evaluated
19-003353	Historic Trash Dump	½	Not Evaluated
19-003566	First Cemetery in LA, City Cemetery (1850-1890); Hill Tunnel (1909); Mexican/American War Fort (1847-1853)	M	Not Evaluated
19-100446	Brick Wall	M	Not Evaluated
19-100461	Historic Trash Scatter	M	Not Evaluated

Table 1 (Continued)

Cultural Resource Properties within a Mile Radius of the Project Site			
Resource No.	Description	L <sup>a</sup>	Evaluation
19-1000515 or CA-LAN Isolate 515	Historic Cultural Material (1813-1947)	M	Not Evaluated
19-100542	Trash Scatter (1860-1920)	M	Not Evaluated
19-120013	Prehistoric/Historic Trash Scatter	M	Not Evaluated
19-120014	Historic Trash Scatter	M	Not Evaluated
19-120015	Burial	½	Not Evaluated
19-150333	Office Building (1943) <i>State Highway 39</i>	M	Not Evaluated
19-173213	Hotel Cecil (1924) <i>638-644 South Main Street</i>	M	Not Evaluated
19-174978	Craig Company Wholesale Grocery <i>201 S. Santa Fe Ave.</i>	A	Determined eligible for NR; Listed in CR <sup>b</sup>
19-174979	Greybar Electric Company Warehouse <i>215 S. Santa Fe Ave.</i>	A	Determined eligible for NR; Listed in CR
19-186110 and 30-176630	Union Pacific Railroad, originally included the Southern Pacific, Pacific Electric, Los Angeles & San Pedro Railroad, & the Los Angeles & Salt Lake Railroad	½	Recommended Eligible for the NR
19-186112	Union Pacific Railroad/Southern Pacific Railroad	A	Recommended Eligible for the NR
19-186883	Motor Transport Division (1958) <i>151 N. Judge John Aiso Street</i>	½	Not Considered Eligible for CR
19-186884	Vacant Office Depot Building (1952) <i>432 East Temple Street</i>	½	Not Considered Eligible for CR
19-186886	One-Story Industrial Building (1947) <i>620 East Temple Street</i>	½	Not Considered Eligible for CR
19-186887	Tinker Toy (Portable) Parking Structure (1968) <i>140 N. Judge John Aiso Street</i>	½	Recommended Eligible for CR
19-186888	Los Angeles Police Memorial <i>Formerly located at 150 N. Los Angeles St (removed).</i>	M	Eligible NR
19-186944	Banning Street Railroad Spur Tracks	½	Not Evaluated
19-186945	Industrial Building Complex (1946) <i>462 E. Commercial Street</i>	½	Not Recommended Eligible for CR
19-186952	Lunch Stand (1944) <i>240 ½ S. Main Street</i>	M	Not Recommended Eligible for CR
19-186953	Commercial Building (1896) <i>242-244 S. Main Street</i>	M	Not Recommended Eligible for CR

Table 1 (Continued)

Cultural Resource Properties within a Mile Radius of the Project Site			
Resource No.	Description	L <sup>a</sup>	Evaluation
19-186954	Commercial Building (1889-1893) 245 S. Los Angeles Street	M	Not Recommended Eligible for CR
19-186955	Warehouse (1944) 249 S. Los Angeles Street	M	Not Recommended Eligible for CR
19-187560	College Street Bridge 53-0382	M	Not Recommended Eligible for CR
19-187743	Flower and Hill St. Tunnel No. 53C1339	M	Not Recommended Eligible for CR
US-05001498 and LAHCM 795	Santa Fe Freight Depot (1907-1950) 970 E. 3 <sup>rd</sup> Street 960 E. 3 <sup>rd</sup> Street	A	Listed on the NR and Los Angeles Historic-Cultural Monuments (LAHCM)
US-86001479 and LAHCM 2309	Little Tokyo Historic District 301-369 E. 1 <sup>st</sup> St. & 106-120 San Pedro St.	M	Listed on the NR and LAHCM
LAHCM 101	Los Angeles Union Station Passenger Terminal and Grounds 357 Aliso Street	½	Listed on LAHCM
LAHCM 312	Japanese Union Church of Los Angeles 120-122 N. San Pedro Street	½	Listed on LAHCM
LAHCM 313	Honpa Hongwanji Buddhist Temple 355-369 E. 1 <sup>st</sup> Street	½	Listed on LAHCM
LAHCM 615	San Pedro Firm Building 108-116 N. San Pedro Street	½	Listed on LAHCM

<sup>a</sup> A- Adjacent to the Project Site, I- In the Project Site, ½- Within a half-mile radius from the site,  
M- Within a 1 mile radius of the site

<sup>b</sup> NR- National Register, CR- California Register

Sources: SCCIC, National Register and LAHCM



Table 2

Cultural Resources Studies with a Half-Mile Radius of the Project Site

Year	Author	Description	Resources
Unknown	Lee, Portia	Seismic Retrofit of First Street Bridge over the Los Angeles River	None
1977	Bove, Fredrick J.	Archaeological Resource Survey and Impact Assessment of A Proposed Parking Lot, Los Angeles, California	None
1978	Bove, Fredrick J.	An Archaeological and Historical Assessment of Areas Within the Peunte Hills Landfill Expansion, Los Angeles County, California	None
1978	Greenwood, Roberta	Archaeological Resources Survey the Proposed Downtown People Mover Project Corridor Area	None
1978	Huey, Geme	Archaeological Survey Report for El Monte Busway Extension in the City of Los Angeles	None
1980	Weitzem, Karen J.	Aliso Street Historical Report El Monte Busway Extension in the City of Los Angeles 07-LA-101 P.M.0. to .5 07202-417801	None
1984	Padon, Beth, Rod Raschke and Roger Hatheway	Cultural Resource Assessment of the Proposed Los Angeles Federal Center	None
1985	Padon, Beth, Rod Raschke and Roger Hatheway	Final Environmental Impact Statement Los Angeles Federal Center Master Plan	None
1985	Westec Services, Inc.	Identification Study for Cultural Resources Within Proposed Metro Rail Subway Station Locations in Metropolitan Los Angeles	19-000007
1986	General Services Administration	Los Angeles Federal Center Project: Determination of Effect on National Register Properties	19-171159, 19-170973, 19-167020, 19-173080, 19-173174, 19-173225, 19-173078, 10-167499, 19-166939, 19-167278, 19-166858, 19-167010, 19-166891

Table 2 (Continued)

## Cultural Resources Studies with a Half-Mile Radius of the Project Site

Year	Author	Description	Resources
1986	Padon, Beth	General Services Administration Federal Center: Archaeological Assessment Report Phase 2	19-000887
1986	Padon, Beth	Los Angeles Outpatient Clinic Veterans Administration Archaeological Assessment Report	None
Unknown	Padon, Beth	The VA Outpatient Clinic Project	19-000007
1987	Berger, Louis	Zanja No. 3: Brick Culvert Historic American Engineering Record Documentation at the Proposed Federal Center Complex Los Angeles, California	19-000887
1989	Ohara, Cindy L.	Sixth Street Viaduct Over Los Angeles River Earthquake Damages- W.O. E6000000 Determination of Effect Report	None
1989	Salls, Roy A.	Report of Archaeological Reconnaissance Survey of: ESA Project 7217B, City of Los Angeles	None
1990	Environmental Science Assoc.	First Street North Draft Environmental Impact Report	None
1992	Peak and Associates	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	Unknown
1992	Peak and Associates	An Archival Study of a Segment of the Proposed Pacific Pipeline, City of Los Angeles	None
1993	Geotransit Consultants	Draft Stage I Environmental Site Assessment Eastside Extension (from Whittier Blvd and Atlantic Blvd Intersection to Union Station Area) Metro Red Line Los Angeles, California	Unknown
1994	Dillion, Brian D.	Alameda District Plan, Los Angeles, California: Prehistoric and Early Historic Archaeological Research	19-000007, 19-000887, 19-001112, 19-001575



Table 2 (Continued)

## Cultural Resources Studies with a Half-Mile Radius of the Project Site

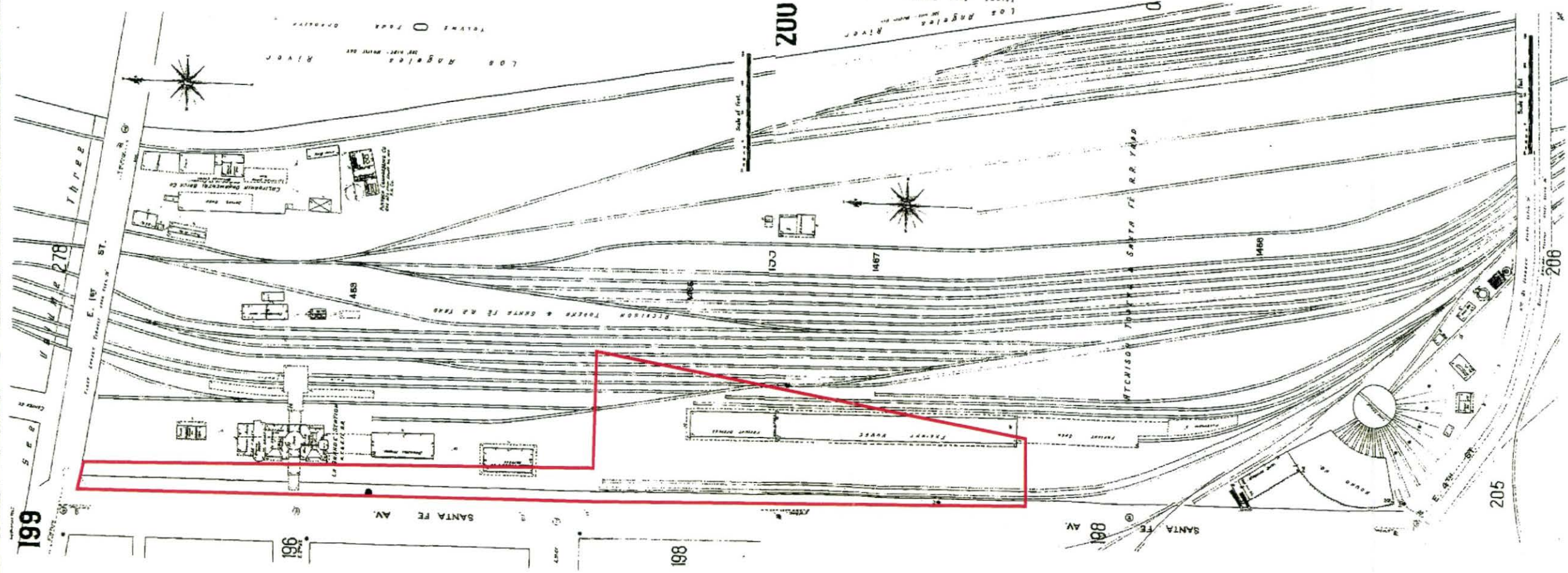
Year	Author	Description	Resources
1994	Myra L. Frank & Associates	Historic Property Survey Report for Proposed Alameda Corridor from the Ports of Long Beach and Los Angeles to Downtown Los Angeles in Los Angeles County, California	19-174982, 19-174983, 19-174985, 19-174986, 19-174987, 19-174988, 19-174989, 19-174990, 19-174991, 19-174992, 19-174993, 19-174994, 19-174894, 19-177311, 19-180778, 19-180779, 19-180780, 19-180781, 19-180782, 19-180783, 19-180784, 19-180785
1994	Myra L. Frank & Associates	Section 106 Documentation for the Metro Rail Red Line East Extension in the City and County of Los Angeles, California	19-174979, 19-174978, 19-174977, 19-174976, 19-174975, 19-174974, 19-167081, 19-174973, 19-172972, 19-174971, 19-174970, 19-174968, 19-172755, 19-174964, 19-176624, 19-174941, 19-174940, 19-174235, 19-174955, 19-174954, 19-174951, 19-174957, 19-174943, 19-174958, 19-174956, 19-174953, 19-174950, 19-174949, 19-174948, 19-174947, 19-174946, 19-174945, 19-174952
1998	Foster, John and Roberta S. Greenwood	Archaeological Investigations at Maintenance of Way Facility, South Santa Fe. Avenue (CA-LAN-2563H)	19-002563H
1998	Greenwood, Roberta	Transportation-Related Resources on South Santa Fe Avenue, Los Angeles	19-002610
1998	McLean, Deborah	Archaeological Assessment for Pacific Bell Mobile Services Telecommunications Facility LA 057-03, 433 East Temple St., City and County of Los Angeles, California	None

Table 2 (Continued)

## Cultural Resources Studies with a Half-Mile Radius of the Project Site

Year	Author	Description	Resources
1999	Ashkar, Shahira	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, Los Angeles & Orange Counties	19-186110, 19-186111, 30-176630
1999	Iverson, Gary	Negative Archaeological Survey Report: 119910	None
2001	Hale, Alice	Negative HPSR form: Central Ave. Improvements	None
2001	Slawson, Dana N.	Exposure of Brick Remains along Central Avenue Little Tokyo, City of Los Angeles	None
2001	William Self Associates	Report on Cultural Resources Mitigation and Monitoring Activities Floor/Level (3) Los Angeles Local Loops	19-003356, 19-003337, 19-003338, 19-003339, 19-003340
2002	Sylvia, Barbara	Highway Project to close Vignes Street on-ramp and the Hewitt Street on/off ramps to US-101 and to construct new on/off ramps to the south at Garey Street in City of Los Angeles	None
2003	Budinger, Fred E., Jr.	Phase I Archaeological Survey Former Aliso Street MGP Site Los Angeles, California	None
2003	Greenwood, Roberta S.	Cultural Resources Monitoring: Northeast Interceptor Sewer Project	None
2004	Hale, Alice	Inspection of Auger Bore Samples for the Coyote Pass Geotechnical Project	None

Source: SCCIC

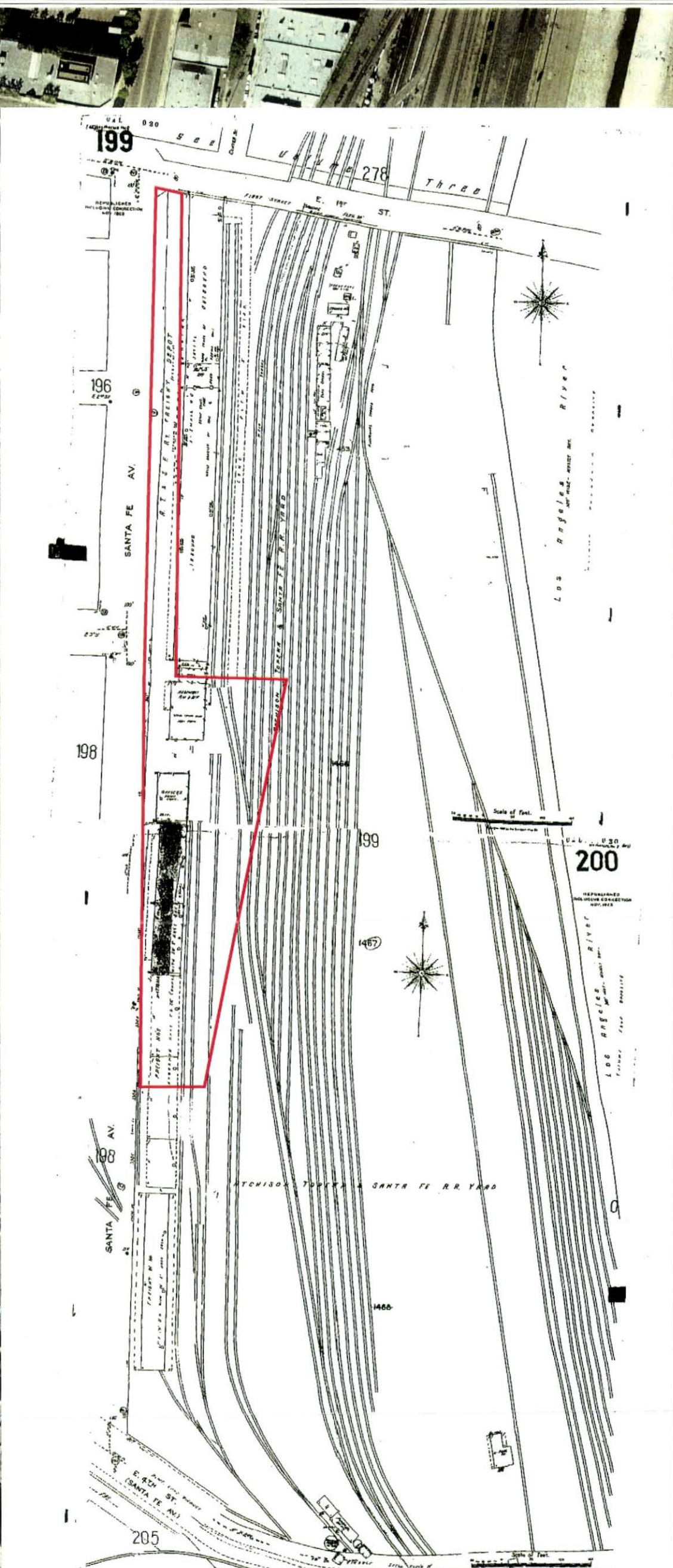


PCR



One Santa Fe Mixed-Use Project  
 1906-1950 Sanborn Historic Map Overlay

Source: PCR Services Corporation, 2006.



Source: PCR Services Corporation, 2006.

One Santa Fe Mixed-Use Project  
1906-1951 Sanborn Historic Map Overlay

27

20'

ST. THIRD

26

60'

116

ST. 2<sup>D</sup>

S. VIGNES

448

E. SECOND

E. THIRD

80'

SANTA FE

AVENUE

"LA CAROLINE" STATION  
SOUTHERN CALIFORNIA R.R.  
(SANTA FE ROUTE)

Passenger Depot  
SOUTHERN CALIFORNIA R.R. (SANTA FE ROUTE)

Freight Office

FLORIAN BEER

Car Shop

Car Shop

Car Shop  
CARMELIS CAR CO. INC.

453

SMITH PLYING CO. WINDING

R. A. GARLAND

PATENT FOR ENGINE

Scale of Feet

Official

B c d of

8 c e



# Natural History

of Los Angeles County

900 Exposition Boulevard - Los Angeles, CA 90007

Vertebrate Paleontology Section  
Telephone: (213) 763-3325  
FAX: (213) 746-7431  
email: smclcod@nhm.org

22 September 2006

Planning Consultants Research  
One Venture, Suite 150  
Irvine, CA 92618

Attn: J. D. Stewart, Principal Paleontologist

re: Paleontological Records Search for the proposed One Sante Fe Mixed-use Project, in the City of Los Angeles, Los Angeles County, project area

Dear J. D.:

I have conducted a thorough search of our Vertebrate Paleontology records for the proposed One Sante Fe Mixed-use Project, in the City of Los Angeles, Los Angeles County, project area as outlined on the section of the Los Angeles USGS topographic quadrangle map that you faxed to me on 20 September 2006. We have no vertebrate fossil localities that lie directly within the proposed project area, but we do have localities nearby that occur in sedimentary deposits that probably underlie the proposed project area.

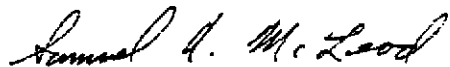
The entire proposed project area has surficial deposits of soil (probably disturbed by previous construction activities) and younger Quaternary Alluvium derived from the Los Angeles River floodplain immediately east of the proposed project area. These deposits are unlikely to contain significant vertebrate fossils, at least in the uppermost layers. At unknown depth beneath the Quaternary Alluvium, however, it is likely that there are deposits of the marine Late Miocene Puente Formation (also known as the Modelo Formation in this area). Our closest fossil vertebrate locality in the Puente Formation is LACM 5961, discovered during excavation for the Metrorail station near Hill Street and 1<sup>st</sup> Street northwest of the proposed project area, that produced specimens of the fossil bristlemouth fish, *Cyclothone*.

Surface grading or shallow excavations in the Quaternary Alluvium surficial deposits covering the proposed project area will probably not encounter significant fossil vertebrate remains. Deeper excavations that extend into underlying deposits, however, may well encounter significant vertebrate fossils from the marine Late Miocene Puente Formation. Therefore, any substantial excavations in the proposed project area should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. Additionally, many specimens in the Puente Formation are small and may not be detected in normal paleontological excavation monitoring. We recommend that samples from this rock unit be collected and analyzed for their paleontological

potential. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate palontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

A handwritten signature in cursive script that reads "Samuel A. McLeod".

Samuel A. McLeod, Ph.D.  
Vertebrate Paleontology

enclosure: invoice



STATE OF CALIFORNIA

Arnold Schwarzenegger Governor

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-4082  
Fax (916) 857-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)



October 6, 2006

Amy Holmes  
PCR

Sent by 949-753-7002  
Number of Pages: 5

RE: Proposed One Santa Fe Mixed-Use Project, City and County of Los Angeles

Dear Ms. Holmes:

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4040.

Sincerely,

*For: Karen Lee*  
Rob Wood

Environmental Specialist III

**Native American Contacts  
Los Angeles County  
October 6, 2006**

**Cahuilla Band of Indians**

Anthony Madrigal, Jr., Interim-Chairperson  
P.O. Box 391760 Cahuilla

Anza, CA 92539

tribalcouncil@cahuilla

(951) 763-5549

(909) 763-2808 Fax

Samuel H. Dunlap

P.O. Box 1391

Temecula, CA 92593

(909) 262-9351 (Cell)

samdunlap@earthlink.net

Gabrielino

Cahuilla

Luiseno

**LA City/County Native American Indian Comm**

Ron Andrade, Director

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Los Angeles, CA 90020

(213) 351-5324

(213) 386-3995 FAX

Ti'At Society

Cindi Alvitre

6515 Seaside Walk #C

Long Beach, CA 90803

calvitre@yahoo.com

(714) 504 2468 Cell

Gabrielino

**Tongva Ancestral Territorial Tribal Nation**

John Tommy Rosas, Tribal Administrator

4712 Admiralty Way, Suite 172

Marina Del Rey, CA 90292

310-570-6567

Gabrielino/Tongva Tribal Council

Anthony Morales, Chairperson

PO Box 693

San Gabriel, CA 91778

(626) 286-1632

(626) 286-1758 - Home

(626) 286-1262 Fax

Gabrielino Tongva

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.96 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed One Sata Fe Mixed-Use Project, City and County of Los Angeles.

**Native American Contacts  
Los Angeles County  
October 6, 2006**

Gabrielino/Tongva Council / Gabrielino Tongva Nation  
Sam Duniap, Tribal Secretary

501 Santa Monica Blvd., Suite 500  
Santa Monica, CA 90401-2415

(310) 587-2203

(310) 587-2281 Fax

Gabrielino Band of Mission Indians of CA  
Ms. Susan Frank

Gabrielino Tongva PO Box 3021  
Beaumont, CA 92223

(951) 845-3606  
Phone/Fax

Gabrielino

Gabrielino Tongva Indians of California Tribal Council  
Robert Dorame, Tribal Chair/Cultural Resources

5450 Stauson, Ave. Suite 151 PMB  
Culver City, CA 90230  
gtongva@earthlink.

562-761-6417 - voice

562-920-9449 - fax

Gabrielino Tongva Indians of California Tribal Council  
Mercedes Dorame, Tribal Administrator

Gabrielino Tongva 20990 Las Flores Mesa Drive  
Malibu, CA 90265  
Pluto05@hotmail.com

**Cahuilla Band of Indians**

Maurice Chacon, Cultural Resources

P.O. Box 391760  
Anza, CA 92539

cbandodian@aol.com

(951) 763-5549

(951) 763-2808 Fax

Cahuilla

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5057.94 of the Public Resources Code and Section 5057.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed One Sata Fe Mixed-Use Project, City and County of Los Angeles.**



ARCH BRIDGE RATING SHEET

Bridge #:53C-1166 Common Name: First Street Viaduct  
 County: Los Angeles  
 District: 7

RESEARCH STATUS

Feature Intersected: Los Angeles River  
 Road: First Street  
 Route: Postmile:  
 Routesuf:  
 Quad: Los Angeles (7.5)  
 UTM Zone: 11 E: 386624 N: 3768001  
 Lat: 34 02 54 N Long: 118 13 42 W  
 Ownership:Town/City

Invest Int: SDM  
 Entry Int: SOM  
 Done: yes  
 Update: 4/04/86  
 Rundate: 08/18/86  
 Assign Rate: 3

City/Vicinity: in the city/town limits of Los Angeles \*\*POINTS\*\*  
 Date: 1929 Date 8

Designer: Merrill Butler  
 This is a major example of a significant designer Sign 12  
 Contractor: Mitty Bros. Const. Co.

Description: MAINSPAN: rein. conc., open spandrel, fixed, Span 3  
 elliptical, 125 feet, through, 4 ribbed arch,  
 BRIDGE: A 71.0 feet wide, 28 spans, 1300 feet long,  
 symmetrical bridge, with 4 lanes, 2 arch spans,  
 additional arch span length: 125 feet,  
 and with a cantilevered walkway Leng 8  
 Approach Span: I Girders

Technical Merit: very good Tech 15

Special Features

Lanterns: electroliers; excellent condition Lant 2  
 Railings: arched window rail Rail 2  
 Pylons: yes Pyl 2  
 Treatment/Spandrel: arched; highly decorative Sprl 2  
 Distinctive Texture: smooth Text 0  
 Pedestrian Amenities: seating Ped 2  
 Transportation/Historical Association: state Hist 7

Aesthetics:

Site: excellent Site 5  
 Structural: excellent Stru 5

Integrity:

Location/Setting: excellent Loc 0  
 Design/Material: excellent Des 0  
 Feeling/Association: excellent Feel 0

Plans/Specifications: plans at county/city public works

TOTAL: 73

Comments:

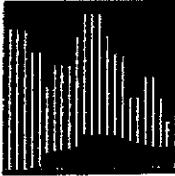
The First Street Viaduct is one of twelve significant bridges that cross the Los Angeles River. Nine, including this structure, are viaducts. The First, Fourth, and Macy Street viaducts represent a period revival subset -- Fourth Street in Gothic, Macy in Spanish Colonial, and this neo-classical structure. Large triumphal arches rise above the the river piers, behind which are projecting balconies with benches. The railings are simple arcades. The neo-classical detail extends to the entablature pattern on the fasica girders and to the bracketing for the sidewalk. It is unaltered.

ARCH BRIDGE RATING SHEET

Bridge #: 530-44	Common Name: Fourth Street Viaduct	
County: Los Angeles		
District: 7		RESEARCH STATUS
Feature Intersected: Los Angeles River		Invest Int: SDM
Road: Fourth Street		Entry Int: SDM
Route: Postmile:		Done: yes
Routesuf:		Update: 6/19/86
Quad: Los Angeles (7.5)		Rundate: 08/15/86
UTM Zone: 11 E: 386615 N: 3767262		Assign Rate: 3
Lat: 34 02 30 N Long: 118 13 42 W		
Ownership: Town/City		
City/Vicinity: in the city/town limits of Los Angeles		**POINTS**
Date: 1931		Date 4
Designer: Merrill Butler, City of L.A.		Sign 12
This is a major example of a significant designer		
Contractor: unknown		
Description: MAINSPAN: rein. conc., open spandrel, 3-hinged,	Span 8	
elliptical, 267 feet, 4 ribbed arch,		
BRIDGE: A 71.0 feet wide, 27 spans, 1890 feet long,		
symmetrical bridge, with 4 lanes, 1 arch spans,	Leng 8	
and with a flush walkway		
Technical Merit: excellent		Tech 20
Special Features		
Lanterns: electroliers; excellent condition	Lant 2	
Railings: Gothic window rail	Rail 2	
Pylons: yes	Pyl 2	
Treatment/Spandrel: arched; highly decorative	Sprl 2	
Distinctive Texture: scored	Text 2	
Pedestrian Amenities: turnouts	Ped 2	
Transportation/Historical Association: state	Hist 7	
Aesthetics:		
Site: excellent	Site 5	
Structural: excellent	Stru 5	
Integrity:		
Location/Setting: excellent	Loc 0	
Design/Material: excellent	Des 0	
Feeling/Association: excellent	Feel 0	
Plans/Specifications: plans on microfiche at CalTrans		
		TOTAL: 81

Comments:

The Fourth Street Viaduct is one of twelve significant bridges across the Los Angeles River in the City of Los Angeles. Nine, including this bridge, are viaducts -- long and tall structures that carry major boulevards over the river as well as adjoining railroad tracks and surface streets. The Fourth Street Viaduct is a distinctive member in this group in two respects. First, it utilizes an unusual "fixed hinge" design for the arched river spans, in which the hinges were fixed after dead load settlement. Second, its architectural treatment involves an integrated use of Gothic Revival detail, from lancet arch openings in the pylons to trefoil patterns in the railings. It is unmodified.

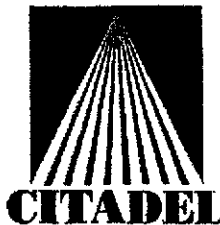


**APPENDIX D:  
PHASE I ENVIRONMENTAL SITE ASSESSMENT**

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An Employee-Owned Company

August 26, 2005

Mr. Chuck Cowley  
**THE MCGREGOR COMPANY**  
1801 Century Park West, 6<sup>TH</sup> Floor  
Los Angeles, California 90015

**FOR DISCUSSION PURPOSES ONLY**

**RE: CITADEL Project Number 5021.007**  
**Phase I Environmental Site Assessment**  
**Eastern Portion of Santa Fe Avenue Intersected by 2nd and 3rd Streets**  
**Los Angeles, California 90012**

Dear Mr. Cowley:

In accordance with your request and authorization, Citadel Environmental Services, Inc. (Citadel) prepared the attached Phase I Environmental Site Assessment (ESA) for the above-referenced property. This assessment was conducted by Citadel and consisted solely of the activities described in the Scope of Work section of this report. The findings, conclusions and recommendations are subject to the limitations contained within Section 10.0 and the agreement for environmental consulting services discussed, agreed upon, and executed prior to the commencement of Citadel services on this project.

Should you have any questions after reviewing the findings contained in this report, please do not hesitate to contact the undersigned at your convenience. Citadel appreciates this opportunity to be of professional service to The McGregor Company on this project.

Sincerely,

**CITADEL ENVIRONMENTAL SERVICES, INC.**

**Loren I.  
Witkin**

Digitally signed by Loren I. Witkin  
DN: CN = Loren I. Witkin, C = US,  
O = Citadel Environmental  
Services, Inc.  
Date: 2005.08.30 11:15:40 -07'00'

Loren I. Witkin, REA, CAC  
Principal



## EXECUTIVE SUMMARY

This report presents the findings of a Phase I Environmental Site Assessment (ESA) Update conducted by Citadel Environmental Services, Inc. (Citadel) on the property, located on the Eastern Portion of Santa Fe Avenue intersected by 2nd and 3rd Streets, in the City of Los Angeles, Los Angeles County, California (the "Site"). This assessment was performed in accordance with the "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process," issued by the American Society for Testing and Materials (ASTM Standard E1527-00). During the course of this investigation, Citadel made all appropriate due diligence inquiries into the previous ownership and uses of the Site consistent with good commercial or customary practice in an effort to minimize The McGregor Company's exposure to liability in accordance with the Superfund Authorization and Reorganization Amendments (SARA) 42 USC § 9601 (35)(A) (known as the "Innocent Landowner Defense").

The Site is located on the eastern side of South Santa Fe Avenue starting at the 100 block, proceeding southward approximately 1,600 feet to a point partially through the 300 block of South Santa Fe Avenue (**Figure 1**). The Site is irregular in shape and includes approximately 21' feet of the public right-of-way of the eastern portion of South Santa Fe Avenue, a narrow adjacent access roadway, which faces the front portion of the existing building at 284 South Santa Fe Avenue, and a parking lot. The entire site encompasses an area of approximately 3.54 acres. Approximately 98% of the Site is occupied by the asphalt-paved roadway and parking lot and the balance of the property is bare soil landscaping. The Site is currently zoned PF-1XL. The land use to the north, south, and west of the Site are commercial/light industrial properties. Directly east and adjacent to the Site are railroad tracks and a MTA maintenance building.

Based on information obtained by Citadel during the performance of this project, there were several observations worth reporting, which include the following:

### On-Site

No reportable quantities of hazardous substances or materials pursuant to 40 CFR 116 and 40 CFR 300 were observed on the Site. Photographs of the current Site conditions are included in **Appendix A**.

No aboveground storage tanks (ASTs) or underground storage tanks (USTs) are reported by the regulatory agencies to be currently permitted on the subject Site, and no surficial evidence was observed to suggest that ASTs or USTs are on-Site. However, according to the Environmental Database Resource, Inc. (EDR) report, the So. Cal. Rapid Transit District/Santa Fe Terminal Services, located at 300 South Santa Fe Avenue has four USTs that are currently in inactive status. The USTs include one 6,000-gallon and one 400-gallon waste oil tanks and two 10,000 gallon deisel tanks. Mr. Todd Johnson, a representative of Citadel, met with the MTA facilities manager to locate the USTs on the property. According to the facilities manager and a visual assessment of the area, one UST was removed from the southeastern corner of the main property building approximately five (5) years ago. A visual assessment of the area indicated a large repaved rectangular area in the vicinity of the UST removal verifying the removal activities. Additionally, no ground level fill ports or vents were observed on the property. According to the MTA representative, no USTs currently exist on the Site. Based on the following information and



the visual assessment of the property, the current property presents a low to moderate potential impact to environmental integrity of the subject Site.

No toxic pits, wells, cisterns, or industrial waste facilities were observed on the Site during the assessment. However, one sump, owned by the Los Angeles County Department of Water and Power (LADPW), is located on the southern portion of the Site parking lot. According to the LADPW, the sump is utilized as an access to the sewer system.

No settling ponds, lagoons, surface impoundments, wetlands or natural catch basins were observed on the Site during the assessment.

Based upon evidence obtained by Citadel from previous reports of available aerial photographs, Sanborn Fire Insurance Maps, city directories, and review of building permits. The Site was developed pre-1884 through 1994 with various retail commercial buildings, railroad freight and office buildings, and associated railroad tracks for railcars. The 1994 and 2002 aerials of the Site depict the Site as it appears today including Santa Fe Avenue, a roadway thoroughfare, and a parking lot.

An Asbestos-Containing Material (ACM) survey, Lead Based Paint (LBP) inspection, or mold survey were not requested as part of the Scope of Work. No buildings are located on the Site, therefore no observations or testing is warranted at this time.

According to the EDR report, the Site is not directly listed on any environmental regulatory databases, however several buildings surrounding the Site are listed and include: (1) So. Cal. Rapid Transit District/Santa Fe Terminal Services, 300 South Santa Fe Avenue, (2) L.A.C.M.T.A., 320 South Santa Fe Avenue, and (3) Brenda Transportation, 320 South Santa Fe Avenue. Various information regarding these sites include: (1) a hazardous materials response/cleanup of a white powder, (2) generated hazardous oxygenated solvents, aqueous solutions, and waste oil, and (3) the presence four underground storage tanks currently in inactive status (300 South Santa Fe Avenue). Based on the following information and the visual assessment of the property and the identified regulatory findings of the Site addresses, the current Site usage presents a low to moderate potential impact to environmental integrity of the subject Site.

#### Off-Site

No visible sign of waste dumping or monitoring wells were observed on the immediately adjacent properties during our Site inspection.

According to the EDR Report, Citadel identified one CERCLIS, seven RCRIIS-Small Quantity Generators, one AWP, two Cal Sites, five Cortese, five LUST, one CA EXP. Plan, two UST, nine CA FID UST, six Historic UST, sixteen Historic Gas Stations/Dry Cleaners, and four Coal Gas sites within their respected ASTM radii of the Site. Based on the available information of these sites, the identification of the Responsible Party(s), and/or their relative proximity to the Site, these sites are considered to be low potential impact to the subject Site.

#### General

Based on the available information gathered during the performance of this ESA and the fact that the site is located in a highly industrialized area for many years, Citadel recommends



conducting soil and soil-gas sampling and analysis to test for suspect inorganic and organic compounds. Citadel recommends the following:

- **Soil Gas Survey** - Conduct a limited soil gas survey to test the underlying soil pore gas for evidence of petroleum hydrocarbons, methane, and volatile organic compounds. A 10-point survey is recommended throughout the Subject Property. The soil gas sampling points will be drilled to variable depths of 5 to 20 feet bgs, and a soil gas sample will be extracted and analyzed for the above constituents.
- **Soil Borings and Sampling** - Physical soil sampling is warranted to test the underlying soil for fuel and solvent type compounds. The physical soil testing should commence after the results of the soil gas survey in case this study shows evidence of soil contaminants present at select locations. Citadel recommends drilling up to 10 borings throughout the site at various depths. At least two of the borings should be drilled to 50 feet in depth (expected depth to groundwater), and a groundwater sample, if applicable, should be collected and analyzed for volatile organic compounds. Citadel also recommends analyzing at least 10 shallow soil samples (obtained at the 1-foot through 10 foot level) for heavy metals. The samples will be collected during the soil boring activities.
- **Asbestos, Lead, and Mold** – No further action.



TABLE OF CONTENTS

Section	Page
<b>1.0 INTRODUCTION</b> .....	<b>1</b>
1.1 <u>Purpose</u> .....	1
1.2 <u>Scope of Work</u> .....	1
1.3 <u>Limitations</u> .....	2
<b>2.0 EXISTING SITE DETAILS</b> .....	<b>2</b>
2.1 <u>Site Usage</u> .....	2
2.2 <u>Site Location</u> .....	3
2.3 <u>Site and Vicinity Characteristics</u> .....	4
<b>3.0 ENVIRONMENTAL SETTING</b> .....	<b>5</b>
3.1 <u>Physical Site Characteristics</u> .....	5
3.2 <u>Local Geology/Soils</u> .....	5
3.3 <u>Local Hydrogeology</u> .....	6
3.4 <u>Surface Water Resources and Drainage</u> .....	7
3.5 <u>Sensitive Environmental Receptors</u> .....	7
3.6 <u>Flood Zone Information</u> .....	7
3.7 <u>Division of Oil and Gas</u> .....	7
<b>4.0 SITE RECONNAISSANCE</b> .....	<b>8</b>
4.1 <u>Solid Waste Disposal</u> .....	8
4.2 <u>Site Chemical Use/Hazardous Materials</u> .....	8
4.3 <u>Aboveground Storage Tanks (ASTs)</u> .....	8
4.4 <u>Underground Storage Tanks (USTs)</u> .....	8
4.5 <u>Wells and Cisterns</u> .....	8
4.6 <u>Wastewater</u> .....	9
4.7 <u>Pits, Ponds, Lagoons, Sumps, and Catch Basins</u> .....	9
<b>5.0 HISTORICAL SITE USAGE</b> .....	<b>9</b>
5.1 <u>Aerial Photographs</u> .....	9
5.3 <u>City Directories</u> .....	12
5.4 <u>Building Department Records</u> .....	12
5.5 <u>Title Search</u> .....	12
<b>6.0 OTHER ENVIRONMENTAL ISSUES</b> .....	<b>12</b>
6.1 <u>Asbestos-Containing Materials (ACMs)</u> .....	12
6.2 <u>Radon</u> .....	12
6.3 <u>Lead-based Paint (LBP)</u> .....	13
6.4 <u>Microbial Contamination (Mold)</u> .....	13
6.5 <u>Suspect PCB-containing Equipment</u> .....	13
6.6 <u>Drinking Water</u> .....	13
6.7 <u>Endangered Species</u> .....	13
<b>7.0 REGULATORY AGENCY RESEARCH</b> .....	<b>13</b>
7.1 <u>Local Fire Department Records</u> .....	14
7.2 <u>Local Department of Environmental Health</u> .....	14
<b>8.0 RESULTS OF INVESTIGATION/CONCLUSIONS</b> .....	<b>15</b>
<b>10.0 LIMITATIONS</b> .....	<b>17</b>
<b>11.0 REFERENCES</b> .....	<b>17</b>
<b>12.0 SIGNATURES</b> .....	<b>17</b>
.....20	



## FIGURES

- 1 Site Vicinity Map
- 2 Site Topography Map

## APPENDICES

- A Site Photographs
- B Aerial Photographs
- C Fire Insurance Maps
- D City Directories
- E Building Department Records
- F Regulatory Agency Research



## **1.0 INTRODUCTION**

### **1.1 Purpose**

This report presents the findings of a Phase I Environmental Site Assessment (ESA) conducted by Citadel Environmental Services, Inc. (Citadel) on the property, located at the Eastern Portion of Santa Fe Avenue intersected by 2nd and 3rd Streets, in the City of Los Angeles, Los Angeles County, California (the "Site"). This assessment was performed in accordance with the "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process," issued by the American Society for Testing and Materials (ASTM Standard E1527-00). During the course of this investigation, Citadel made all appropriate due diligence inquiries into the previous ownership and uses of the Site consistent with good commercial or customary practice in an effort to minimize McGregor Company's exposure to liability in accordance with the Superfund Authorization and Reorganization Amendments (SARA) 42 USC § 9601 (35)(A) (known as the "Innocent Landowner Defense").

This assessment was conducted to evaluate the presence of known or suspected hazardous materials or wastes on the Site, which may have a potential to adversely impact the Site's environmental integrity.

### **1.2 Scope of Work**

This report summarizes geologic, environmental, and subsurface hydrogeologic data reviewed for the ESA on and adjacent to the Site, and provides preliminary conclusions relative to Site environmental conditions. Specifically, Citadel personnel performed the following tasks:

- o Reviewed published geologic and hydrogeologic maps and/or reports regarding information on the Site geology, soil, and groundwater conditions.
- o Reviewed reasonably ascertainable and available federal, state and local environmental regulatory agency databases, and personally contacted representatives of select local agencies concerning emergency response records, known hazardous waste disposal sites or reported hazardous materials storage, discharges or releases on the Site.
- o Reviewed readily accessible local agency databases, local fire department records, regarding permitted underground storage tanks or aboveground storage tanks located on the Site, their status or disposition, if present and if known.
- o Reviewed readily available vertical aerial photographs, city directories, fire insurance maps, and collected a title of the Site, if available by requestor, in order to document local land use history of the Site.
- o Conducted a Site visit to observe whether hazardous materials or waste visibly exist on-Site. In addition, a brief visual reconnaissance was made of conditions and operations on immediately adjacent properties.



- o Performed a review of Site building construction permits, zoning information, assessor's records, and flood zone information available through the City of Los Angeles Building and Planning Department.
- o Compiled information obtained during this assessment into this report, with accompanying illustrations and appendices summarizing our findings, conclusions and recommendations regarding the potential for hazardous materials or wastes on the Site.

Qualified personnel base the findings of Citadel's assessment on observations of existing conditions at the Site and surrounding areas at the time of our Site visit. This assessment was conducted on behalf of and for the exclusive use of The McGregor Company solely as a Phase I Environmental Site Assessment of the property. Citadel's findings, conclusions and recommendations contained herein are subject to the Limitations in Section 10 and the agreement for environmental consulting services discussed, agreed upon and executed prior to the commencement of Citadel's services on this project.

### **1.3 Limitations**

The findings and conclusions contain all of the limitations inherent in these methodologies that are referred in ASTM 1527-00. Specific limitations and exceptions to this ESA are more specifically set forth below:

- No interview was conducted, nor did the owner or representative of the Site complete the Phase I Questionnaire.
- A letter requesting hazardous material violations information on the Site was requested from the Los Angeles County Environmental Health Department. If any potential concerns are identified, an addendum letter to this report will be issued. **NOTE:** All environmental issues regarding a Site address are required to be reported to specific regulatory agencies and are recorded within the EDR Report contained in **Appendix F**.

## **2.0 EXISTING SITE DETAILS**

### **2.1 Site Usage**

The Site is located on the eastern side of South Santa Fe Avenue starting at the 100 block, proceeding southward approximately 1,600 feet to a point partially through the 300 block of South Santa Fe Avenue (**Figure 1**). The Site is irregular in shape and includes approximately 21' feet of the public right-of-way of the eastern portion of South Santa Fe Avenue, a narrow adjacent access roadway, and a parking lot, which faces the front portion of the existing building at 284 South Santa Fe Avenue, and a parking lot. The entire site encompasses an area of approximately 3.54 acres. Approximately 98% of the Site is occupied by the asphalt-paved roadway and parking lot and the balance of the property is bare soil landscaping. The Site is currently zoned PF-1XL. The land use to the north, south, and west of the Site are commercial/light industrial properties. Directly east and adjacent to the Site are railroad tracks and a MTA maintenance building.

The following is a list of current tenant (including the respective operations) that occupy the Site building.





Address	TENANT	OPERATION
NA	NA	-21' of South Santa Fe Avenue and access roadway and parking lot adjacent west to 284 Santa Fe Avenue
NA	NA	Parking Lot

No reportable quantities of hazardous substances or materials were identified pursuant to 40 CFR 116 and 40 CFR 300 are currently located on the Site. Photographs of the current Site conditions are included in **Appendix A**.

No aboveground storage tanks (ASTs) or underground storage tanks (USTs) are reported by the regulatory agencies to be currently permitted on the subject Site, and no surficial evidence was observed to suggest that ASTs or USTs are on-Site. However, according to the EDR report, the So. Cal. Rapid Transit District/Santa Fe Terminal Services, located at 300 South Santa Fe Avenue, has four USTs that are currently in an inactive status. The USTs include one 6,000-gallon and one 400-gallon waste oil tanks and two 10,000-gallon diesel tanks. Mr. Todd Johnson, a representative of Citadel, met with the MTA facilities manager to locate the USTs on the property. According to the facilities manager and a visual assessment of the area, one UST was removed from the southeastern corner of the main property building approximately five (5) years ago. A visual assessment of the area indicated a large repaved rectangular area in the vicinity of the UST removal verifying the removal activities. Additionally, no ground level fill ports or vents were observed on the property. According to the MTA representative, no USTs currently exist on the Site. Based on the following information and the visual assessment of the property, the current property presents a low to moderate potential impact to environmental integrity of the subject Site.

No toxic pits, wells, cisterns, or industrial waste facilities were observed on the Site during the assessment. However, one sump, owned by the Los Angeles County of Water and Power (LADPW), is located on the southern portion of the Site parking lot. According to the LADPW, the sump is utilized as an access to the sewer system.

No settling ponds, lagoons, surface impoundments, wetlands or natural catch basins were observed on the Site during the assessment.

**2.1.1 On-Site Interview**

No interview was conducted nor did the owner or representative of the Site complete the Phase I Questionnaire.

**2.2 Site Location**

The following table represents the current Site location information.

Name/Address:	Roadway and Parking Lot	Eastern Portion of Santa Fe Avenue Intersected by 2nd and 3rd Streets, Los Angeles, CA
---------------	-------------------------	---



**Cross Streets:** The Site is located on the eastern side of South Santa Fe Avenue starting at the 100 block, proceeding southward approximately 1,600 feet to a point partially through the 300 block of South Santa Fe Avenue (**Figure 1**). The Site is irregular in shape and includes approximately 21' feet of the public right-of-way of the eastern portion of South Santa Fe Avenue, a narrow adjacent access roadway, which faces the front portion of the existing building at 284 South Santa Fe Avenue, and a parking lot.

**Township/Range:** T2S, R13W

**Assessor Parcel No:** 5163017BRK

### **2.3 Site and Vicinity Characteristics**

The following table represents the physical Site characteristics.

<b>Current Owner:</b>	Los Angeles County Metropolitan Transportation Authority
<b>Building Area:</b>	Not Applicable
<b>Land Area:</b>	~3.54-Acres
<b>Current Zoning:</b>	PF-1XL
<b>Structures/Site Improvements:</b>	None (See Section 2.2 for Site Occupant Information).
<b>Utilities:</b>	<b>Electrical:</b> Southern California Edison Los Angeles County Department of Water and Power
	<b>Sewer:</b> Los Angeles County Department of Water and Power
	<b>Water:</b> Los Angeles County Department of Water and Power
<b>Past Use(s):</b>	The Site was developed pre-1884 through 1994 with various retail commercial buildings, railroad freight and office buildings, and associated railroad tracks for railcars. The 1994 and 2002 aeriats of the Site depict the Site as it appears today including Santa Fe Avenue, a roadway thoroughfare, and a parking lot.



Current Use of Adjacent Properties

The following table represents the present land use of the adjacent properties to the Site; however, Citadel did not physically enter any of these properties. The adjacent land use to the north, south, and west of the Site are commercial/light industrial properties. Directly east and adjacent to the Site are railroad tracks and MTA maintenance buildings.

<b>Adjacent Properties</b>		
<b>North:</b>	No Address 100 North Santa Fe Avenue	Parking area under 1 <sup>st</sup> Street Bridge Vacant Commercial/Light industrial Building
<b>South:</b>	320 South Santa Fe Avenue	MTA Maintenance Building – Light Industrial
<b>East:</b>	Railroad Tracks and the Los Angeles River	NA
<b>West:</b>	201, 215, 235 South Santa Fe Avenue and 960 East 3 <sup>rd</sup> Street	Commercial Buildings

No visible sign of waste dumping or monitoring wells were observed on the immediately adjacent properties during our Site inspection.

Citadel identified one CERCLIS, seven RCRIS-Small Quantity Generators, one AWP, two Cal Sites, five Cortese, five LUST, one CA EXP. Plan, two UST, nine CA FID UST, six Historic UST, sixteen Historic Gas Stations/Dry Cleaners, and four Coal Gas sites within their respected ASTM radii of the Site. Based on the available information of these sites, the identification of the Responsible Party(s), and/or their relative proximity to the Site, these sites are considered to be low potential impact to the subject Site.

Based on our observations of the adjacent properties, no present environmental concerns were observed during the reconnaissance.

**3.0 ENVIRONMENTAL SETTING**

**3.1 Physical Site Characteristics**

According to the United States Geological Survey 7.5 Minute Series Topographic Map, Los Angeles Quadrangle, the Site is situated at an elevation of approximately 264 feet above mean sea level. The Site is located on a moderate south-southeast sloping alluvial surface and is approximately 350 feet east of the Los Angeles River at its closest approach. The regional surface drainage pattern is toward the southeast.

**3.2 Local Geology/Soils**

The Property is located in the northern portion of the Central Block of the Los Angeles Basin near its boundary with the Northeastern Block (Yerkes, et. al., 1965). The Property lies south of a series of low-lying hills which reflect a zone of east-west trending subsurface structures and geomorphic features that are collectively known as the Elysian Park Fold and Thrust Belt (Davis



et. al., 1989; Hauksson, 1990). This structurally complex area results from the transition between the strike-slip tectonics of the Peninsular Ranges geomorphic province and the convergent tectonics of the Transverse Ranges Province (Hauksson, 1990).

The most recent published geologic map of the Property vicinity (Dibblee, 1989) indicates that Holocene unconsolidated alluvial deposits of silt, sand and gravel lie directly beneath the Property. This is underlain by older (Pleistocene) weakly consolidated alluvium and marine deposits of the Lakewood and San Pedro Formations. These sediments are estimated to be approximately 600 to 700 feet thick in the vicinity of the Property (California Department of Water Resources, 1961), and were deposited within an ancestral paleochannel system of the Los Angeles River. Unconformably beneath the Quaternary deposits are several thousand feet of interbedded marine and nonmarine sandstone, conglomerate and claystone of the Pliocene age Fernando Formation (Dibblee, 1989).

The Property is located just south of the Boyle Heights anticline which is a minor anticlinal flexure on the south dipping, southeast trending homoclinal flank of the western Repetto Hills. According to well logs, the San Pedro Formation has been eroded away along the crest of the anticline with the Lakewood Formation directly overlying the Pliocene Fernando Formation. Anticlinal folding has resulted in thinning of water-bearing strata over the crest thereby restricting ground water movement across the structure (California Department of Water Resources, 1961).

According to the United States Department of Agriculture, Soil Conservation Service (1969), the soils beneath the Property belong to the Ramona-Placentia association. This association occurs only in the Los Angeles basin and, in general, contains 80 percent Ramona soil, 15 percent Placentia soil and 5 percent Hanford soil. The Ramona soils are typically in excess of 60 inches thick, well drained, with slow subsoil permeability. They are characterized by brown to reddish-brown, heavy loam, loam, or sandy loam surface layers about 18 inches thick. This is underlain by brown to reddish-brown, dense clay loam or clay about 30 inches thick then a substratum of brown to reddish-brown loam or light clay loam. Stratified beds of silt to sand may also occur within the subsurface. The Placentia soils are moderately well drained, with very slow subsoil permeability, and are over 18 inches deep. They are characterized as being brown to reddish-brown loam or sandy loam surface layers in sharp contact with a dense, dark reddish-brown, clay loam subsoil at approximately 18 inches. This subsoil extends about 30 inches down and is underlain by brown loam. Some areas contain gravelly deposits with minor iron-cemented hardpan also occurring.

### **3.3 Local Hydrogeology**

The Property is located along the transition zone between the Montebello Plain and Downey Plain physiographic features which lie within the Los Angeles Forebay Area in the northeastern portion of the Central Ground Water Basin Area. The Los Angeles Forebay Area is bounded to the north by the Elysian and Repetto Hills, to the south and west by the Central Basin Pressure Area, and to the east by the Montebello Forebay Area (California Department of Water Resources, 1961).

In the vicinity of the Property, the upper 600 to 700 feet of sediments are comprised of interbedded Quaternary alluvial fan, channel and marine deposits of the Lakewood and San



Pedro formations (California Department of Water Resources, 1961). These lie above a local (erosional) unconformity separating them from the underlying early to late Pliocene Fernando Formation which is composed of nonmarine sandstone and conglomerate overlying marine claystone of the Repetto Member (Dibblee, 1989). All of the freshwater-bearing strata are located in the Quaternary sediments with the Gaspur, Exposition and Gardena/Gage aquifers occurring in Holocene sediments, while the deeper Hollydale, Jefferson, Lynwood, Silverado and Sunnyside aquifers are within Pleistocene deposits (California Department of Water Resources, 1961).

Within the Los Angeles Forebay Area, the aquifers are unconfined and in hydraulic continuity with each other and the surface to varying degrees. While this area was an important source of recharge for the Los Angeles basin in the past, extensive urbanization has resulted in nearly complete coverage by impervious material, thereby minimizing the opportunity for surface recharge (California Department of Water Resources, 1961).

According to data provided by the EDR, the nearest active county monitoring well to the Site is Mogul Corporation Well, located approximately 0.5 – 1.0 miles north. The depth to water was reported at 20 – 50 feet below ground surface (bgs) measured at an unknown above mean sea level (msl) measurement.

### **3.4 Surface Water Resources and Drainage**

According to the United States Geological Survey 7.5 Minute Series Topographic Map, Los Angeles Quadrangle, the Site is situated at an elevation of approximately 264 feet above mean sea level. The Site is located on a moderate south-southeast sloping alluvial surface and is approximately 350 feet east of the Los Angeles River at its closest approach. The regional surface drainage pattern is toward the southeast. During the Site visit, the natural Site drainage was interpreted to be flowing toward drains on the drains located on the Site.

### **3.5 Sensitive Environmental Receptors**

There were no sensitive environmental receptors (e.g., riparian habitats, domestic water supply reservoirs, groundwater production wells, etc.) observed at the time of Citadel's Site visit.

### **3.6 Flood Zone Information**

A review of Flood Insurance Rate Maps, published by the Federal Emergency Management Agency, was performed for the Site. According to the EDR report and FEMA website, the Site is located in a 100/500 year flood zone.

### **3.7 Division of Oil and Gas**

California Division of Oil and Gas records were researched by EDR for data regarding the presence of petroleum-producing geologic horizons beneath the Site and oil wells in the Site vicinity. According to the EDR report, no current active wildcat wells, or oil or gas producing fields are identified on or within a one-mile radius of the Site. It should be noted that oil and



gas wells abandoned prior to 1970 were generally not abandoned in compliance with the most current State Division of Oil and Gas standards.

#### **4.0 SITE RECONNAISSANCE**

On March 23, 2005, a representative of Citadel visited the Site and its vicinity. The site is east side of Santa Fe Avenue starting at the 100 block and proceeds south for approximately 1,600 feet to a point partially through the 300 block of Santa Fe Avenue (**Figure 1**). The Site is currently zoned PF-1XL. The land use to the north, south, and west of the Site are commercial/light industrial properties. Directly east and adjacent to the Site are railroad tracks and a MTA maintenance building.

##### **4.1 Solid Waste Disposal**

During the Site-visit no solid waste containers or enclosures were noted on the Site Property.

##### **4.2 Site Chemical Use/Hazardous Materials**

No reportable quantities of hazardous substances or materials were identified pursuant to 40 CFR 116 and 40 CFR 300 are currently located on the Site. Photographs of the current Site conditions are included in **Appendix A**.

##### **4.3 Aboveground Storage Tanks (ASTs)**

No ASTs are reported by the regulatory agencies to be currently permitted on the subject Site and no surficial evidence was observed to suggest that ASTs are on-Site.

##### **4.4 Underground Storage Tanks (USTs)**

No underground storage tanks (USTs) are reported by the regulatory agencies to be currently permitted on the subject Site, and no surficial evidence was observed to suggest that USTs are on-Site. However, according to the EDR report, the So. Cal. Rapid Transit District/Santa Fe Terminal Services, located at 300 South Santa Fe Avenue has four USTs that are currently in an inactive status. The USTs include one 6,000-gallon and one 400-gallon waste oil tanks and two 10,000-gallon diesel tanks. Mr. Todd Johnson, a representative of Citadel, met with the MTA facilities manager to locate the USTs on the property. According to the facilities manager and a visual assessment of the area, one UST was removed from the southeastern corner of the main property building approximately five (5) years ago. A visual assessment of the area indicated a large repaved rectangular area in the vicinity of the UST removal verifying the removal activities. Additionally, no ground level fill ports or vents were observed on the property. According to the MTA representative, no USTs currently exist on the Site. Based on the following information and the visual assessment of the property, the current property presents a low to moderate potential impact to environmental integrity of the subject Site.

##### **4.5 Wells and Cisterns**



No toxic pits, wells, cisterns, or industrial waste facilities were observed on the Site during the assessment. However, one sump, owned by the Los Angeles County of Water and Power (LADPW), is located on the southern portion of the Site parking lot. According to the LADPW, the sump is utilized as an access to the local sewer system.

#### **4.6 Wastewater**

No indications of industrial wastewater disposal or treatment facilities were observed during the on-site visit.

#### **4.7 Pits, Ponds, Lagoons, Sumps, and Catch Basins**

No evidence of on-site pits, ponds or lagoons was observed or reported during the Site visit. No evidence of sumps or catch basins, other than used for stormwater was observed or reported during the Site visit.

### **5.0 HISTORICAL SITE USAGE**

#### **5.1 Aerial Photographs**

Citadel reviewed readily available aerial photographs provided by EDR. Aerial photographs covering the Site vicinity were available for the years 1928, 1938, 1947, 1956, 1965, 1976, 1989, 1989, 1994, and 2002. Select aerial photographs of the Site are included in **Appendix B** of this report. The photographs reviewed are discussed below:

**Date:** 1928

**Description:** Review of the 1928 aerial depicted the Site as developed with railroad tracks, railcars, and one building on the southern portion of the Site.

The Site vicinity to the north and west was developed with commercial buildings. The adjacent parcels to the east and south were developed with railroad tracks and railroad cars.

**Date:** 1938

**Description:** Review of the 1938 aerial depicted the Site as developed with railroad tracks, railcars, and four buildings.

The Site vicinity to the north, south, and west was developed with commercial buildings. The adjacent parcel to the east was developed with commercial buildings, railroad tracks and railroad cars.

**Date:** 1947



**Description:** Review of the 1947 aerial depicted the Site as developed with railroad tracks, railcars, and three buildings.

The Site vicinity to the north, south, and west was developed with commercial buildings. The adjacent parcel to the east was developed with commercial buildings, railroad tracks and railroad cars.

**Date:** 1956

**Description:** Review of the 1956 aerial depicted the Site as developed with railroad tracks, railcars, and three buildings.

The Site vicinity to the north, south, and west was developed with commercial buildings. The adjacent parcel to the east was developed with commercial buildings, railroad tracks and railroad cars.

**Date:** 1965

**Description:** Review of the 1965 aerial depicted the Site as developed with railroad tracks, railcars, and several small buildings and three large buildings.

The Site vicinity to the north, south, and west was developed with commercial buildings. The adjacent parcel to the east was developed with commercial buildings, railroad tracks and railroad cars.

**Date:** 1976

**Description:** Review of the 1976 aerial depicted the Site as developed with railroad tracks, railcars, and two large buildings.

The Site vicinity to the north, south, and west was developed with commercial buildings. The adjacent parcel to the east was developed with commercial buildings, railroad tracks and railroad cars.

**Date:** 1989

**Description:** Review of the 1989 aerial depicted the Site as developed with railroad tracks, railcars, and two large buildings in a different configuration from the 1976 aerial.

The Site vicinity to the north, south, and west was developed with commercial buildings. The adjacent parcel to the east was developed with commercial buildings, railroad tracks and railroad cars.

**Date:** 1994





**Description:** Review of the 1994 aerial depicted the Site with the current Street (South Santa Fe Avenue), Site parking lot, and roadway.

The Site vicinity to the north, south, and west was developed with commercial buildings. The adjacent parcel to the east was developed with commercial buildings, railroad tracks and railroad cars.

**Date:** 2002

**Description:** Review of the 2002 aerial depicted the Site with the current Street (South Santa Fe Avenue), Site parking lot, and roadway.

The Site vicinity to the north, south, and west was developed with commercial buildings. The adjacent parcel to the east was developed with commercial buildings, railroad tracks and railroad cars.

### **5.2 Sanborn Fire Insurance Maps**

Citadel reviewed readily available Sanborn Fire Insurance Maps provided by EDR. Sanborn Fire Insurance Maps covering the Site vicinity were available for the years 1894, 1906, 1950, 1953, 1954, 1959, 1960, 1967, and 1970. All Sanborn Fire Insurance Maps of the Site are included in **Appendix C** of this report. The Sanborn Fire Insurance Maps reviewed are discussed below:

**Date:** 1894

**Description:** Review of the 1894 maps depicted the Site as developed with an ice and cold storage building on the northern portion of the Site, the entrance of the "La Grande" station on the central portion of the Site, and freight offices, a depot station, and railroad track/railcars on the southern portion of the Site.

**Date:** 1906

**Description:** Review of the 1906 map depicted the Site as developed with the entrance of the "La Grande" station on the central portion of the Site, and freight offices, a depot station, a Wells Fargo Station, and railroad track/railcars on the southern portion of the Site.

**Date:** 1950, 1953, 1954, 1959, 1960, 1967, and 1970

**Description:** Review of the 1950, 1953, 1954, 1959, 1960, 1967, and 1970 maps depicted the Site as developed with freight Depot on the northern portion of the Site, and offices, an assembly building, and railroad track/railcars on the southern portion of the Site.



### **5.3 City Directories**

City Directories were available for the Site vicinity by EDR for 1920 through 2003. According to the directories, 320 South Santa Fe Avenue has been utilized for commercial usage and occupied by Illinois Walsh Construction Co, Inc. in 1990, JL Manta, Inc. in 1990, and ABB Traction and Breda Transportation Inc in 1995. Addresses 304 and 310 South Santa Fe Avenue have been occupied by various restaurants and residential buildings from 1957 through 1990. Verification of the City Directories reviewed is included in **Appendix D**.

### **5.4 Building Department Records**

Building permits were reviewed for the Site at the City of Los Angeles Building and Planning Department. According to building department, no building permits exist for the Site property. No environmental concerns were noted during the record search. Parcel Maps of the Site are included in **Appendix E**.

### **5.5 Title Search**

A title search of the Site was not included in the Scope of Work.

## **6.0 OTHER ENVIRONMENTAL ISSUES**

### **6.1 Asbestos-Containing Materials (ACMs)**

An Asbestos-Containing Material (ACM) survey was not requested as part of the Scope of Work.

### **6.2 Radon**

In 1990 and 1991, the California Department of Health Services (DHS) participated in the United States Environmental Protection Agency's (USEPA) State Radon Survey to measure concentrations of radon found in the indoor air of homes in California. California was divided into nine sampling regions based on general geology, climate and existing knowledge of radon distribution and analysis. Residents randomly selected from each region were asked to place short- and long-term radon detectors in their homes. The geographically distributed results were later evaluated by population distribution. Subsequently, the EPA established the action level for indoor radon at 4 picocuries per liter of air (pCi/L). Sampling Region 2, where it is estimated that 0.5% of homes are predicted to have more than 4 pico curies of radon per liter of air (pCi/L). This value of 4 pCi/L is the level at which the EPA recommends action be taken to reduce radon levels. According to the California EPA, Los Angeles County is classified as a zone 2 county. Zone 2 Los Angeles County has a predicted average screening level of 98% at <4 pCi/L and 2% at >4 pCi/L. Locally and based on 2 tested sites in Zip Code 90012, neither test was >4 pCi/L. Based on the current development of the Site property and the relatively low potential for the occurrence of radon, Citadel does not consider radon to be an environmental



concern for the subject property.

### **6.3 Lead-based Paint (LBP)**

A Lead Based Paint (LBP) inspection was not requested as part of the Scope of Work.

### **6.4 Microbial Contamination (Mold)**

A mold survey was not requested as part of the Scope of Work.

### **6.5 Suspect PCB-containing Equipment**

In general, all PCB-designated transformers were required to be replaced with non-PCB-designated transformers when PCBs were designated as a carcinogen by EPA in 1977. Transformers are currently classified as PCB-containing if their cooling oils contain greater than 50 milligrams per liter total PCBs. The regional utility company, Southern California Edison, is responsible for the repair and replacement of all the electrical equipment, as needed. Also, the utility company is liable and responsible for leaks and cleanup that may occur from any of their transformers. Citadel observed eight pole-mounted transformers on the Site.

### **6.6 Drinking Water**

The Site property is connected to the County of Los Angeles Department of Water and Power. According to the representative, the drinking water supplied to the Site is within the State and Federal standards, including lead and copper. Water sampling was not conducted at the Site to verify water quality per the Scope of Work.

### **6.7 Endangered Species**

According to the City of Los Angeles Building and Planning Department records, there are no rare or endangered wildlife species identified within the Site boundaries.

## **7.0 REGULATORY AGENCY RESEARCH**

The following environmental regulatory agency sources and databases have been searched according to ASTM E1527-00 standards. Citadel makes no claims as to the completeness or accuracy of the referenced sources. Our review of these records is only as current as their listings, and may not represent the entire sum of known or potential hazardous materials or contaminated sites. To augment coverage of the subject property and surrounding area, sites may have been included in the list even when doubt as to their location exists. This may be due to discrepancies in map location, 90012 zip code, address, or other information. **Appendix F** includes a complete copy of the regulatory agency database search report generated by Environmental Database Resource, Inc. (EDR), a subconsultant to Citadel, for select agency databases only. The accuracy of the results of the report in **Appendix F** is constrained by the limits of care and professional skill exercised by the subconsultant. For completeness and quality control, a Citadel environmental professional investigated additional agency records personally.



### **On-Site**

According to the EDR report, the Site is not directly listed on any environmental regulatory databases, however several buildings surrounding the Site are listed and include: (1) So. Cal. Rapid Transit District/Santa Fe Terminal Services, 300 South Santa Fe Avenue), (2) L.A.C.M.T.A., 320 South Santa Fe Avenue, and (3) Brenda Transportation, 320 South Santa Fe Avenue. Various information regarding these sites include: (1) a hazardous materials response/cleanup of a white powder, (2) generated hazardous oxygenated solvents, aqueous solutions, and waste oil, and (3) the presence four underground storage tanks currently in inactive status (300 South Santa Fe Avenue). Based on the following information and the visual assessment of the property and the identified regulatory findings of the Site addresses, the current Site usage presents a low to moderate potential impact to environmental integrity of the subject Site.

### **Off-Site**

According to the EDR report, Citadel identified one CERCLIS, seven RCRIS-Small Quantity Generators, one AWP, two Cal Sites, five Cortese, five LUST, one CA EXP. Plan, two UST, nine CA FID UST, six Historic UST, sixteen Historic Gas Stations/Dry Cleaners, and four Coal Gas sites within their respected ASTM radii of the Site. Based on the available information of these sites, the identification of the Responsible Party(s), and/or their relative proximity to the Site, these sites are considered to be low potential impact to the subject Site.

#### **7.1 Local Fire Department Records**

A review of the Site file at the Los Angeles City Fire Department indicates that there are no records of the tanks on the Site.

#### **7.2 Local Department of Environmental Health**

A letter requesting hazardous material violations information on the Site was requested from the Los Angeles County Department of Environmental Health Services. If any potential concerns are identified, an addendum letter to this report will be issued. **NOTE:** All environmental issues regarding a Site address are required to be reported to specific regulatory agencies and are recorded within the EDR Report contained in **Appendix F**.



## **8.0 RESULTS OF INVESTIGATION/CONCLUSIONS**

Based on information obtained by Citadel during the performance of this project, we conclude the following:

### **On-Site**

No reportable quantities of hazardous substances or materials were identified pursuant to 40 CFR 116 and 40 CFR 300 on the Site. Photographs of the current Site conditions are included in **Appendix A**.

No aboveground storage tanks (ASTs) or underground storage tanks (USTs) are reported by the regulatory agencies to be currently permitted on the subject Site, and no surficial evidence was observed to suggest that ASTs or USTs are on-Site. However, according to the EDR report the So. Cal. Rapid Transit District/Santa Fe Terminal Services located at 300 South Santa Fe Avenue has four USTs that are currently in an inactive status. The USTs include one 6,000-gallon and one 400-gallon waste oil tanks and two 10,000-gallon diesel tanks. Mr. Todd Johnson, a representative of Citadel, met with the MTA facilities manager to locate the USTs on the property. According to the facilities manager and a visual assessment of the area, one UST was removed from the southeastern corner of the main property building approximately five (5) years ago. A visual assessment of the area indicated a large repaved rectangular area in the vicinity of the UST removal verifying the removal activities. Additionally, no ground level fill ports or vents were observed on the property. According to the MTA representative, no USTs currently exist on the Site. Based on the following information and the visual assessment of the property, the current property presents a low to moderate potential impact to environmental integrity of the subject Site.

No toxic pits, wells, cisterns, or industrial waste facilities were observed on the Site during the assessment. However, one sump, owned by the Los Angeles County of Water and Power (LADPW), is located on the southern portion of the Site parking lot. According to the LADPW, the sump is utilized as an access to the sewer system.

No settling ponds, lagoons, surface impoundments, wetlands or natural catch basins were observed on the Site during the assessment.

Based upon evidence obtained by Citadel from previous reports of available aerial photographs, Sanborn Fire Insurance Maps, city directories, and review of building permits. The Site was developed pre-1884 through 1994 with various retail commercial buildings, railroad freight and office buildings, and associated railroad tracks for railcars. The 1994 aerial of the Site depicts the current parking lot on the southern portion of the Site. No apparent changes have occurred on the northern portion of the Site since 1950.

An Asbestos-Containing Material (ACM) survey, Lead Based Paint (LBP) inspection, or mold survey were not requested as part of the Scope of Work. No buildings are located on the Site, therefore no observations or testing is warranted at this time.

According to the EDR report, the Site is not directly listed on any environmental regulatory databases, however several buildings surrounding the Site are listed and include: (1) So. Cal. Rapid Transit District/Santa Fe Terminal Services, 300 South Santa Fe Avenue), (2) L.A.C.M.T.A., 320 South Santa Fe Avenue, and (3) Brenda Transportation, 320 South Santa Fe Avenue. Various



information regarding these sites include: (1) a hazardous materials response/cleanup of a white powder, (2) generated hazardous oxygenated solvents, aqueous solutions, and waste oil, and (3) the presence four underground storage tanks currently in inactive status (300 South Santa Fe Avenue). Based on the following information and the visual assessment of the property and the identified regulatory findings of the Site addresses, the current Site usage presents a low to moderate potential impact to environmental integrity of the subject Site.

#### **Off-Site**

No visible sign of waste dumping or monitoring wells were observed on the immediately adjacent properties during our Site inspection.

According to the EDR Report, Citadel identified one CERCLIS, seven RCRIIS-Small Quantity Generators, one AWP, two Cal Sites, five Cortese, five LUST, one CA EXP Plan, two UST, nine CA FID UST, six Historic UST, sixteen Historic Gas Stations/Dry Cleaners, and four Coal Gas sites within their respected ASTM radii of the Site. Based on the available information of these sites, the identification of the Responsible Party(s), and/or their relative proximity to the Site, these sites are considered to be low potential impact to the subject Site.

### **9.0 RECOMMENDATIONS**

Based on the available information gathered during the performance of this ESA and the fact that the site is located in a highly industrialized area for many years, Citadel recommends conducting soil and soil-gas sampling and analysis to test for suspect inorganic and organic compounds. Citadel recommends the following:

- **Soil Gas Survey** - Conduct a limited soil gas survey to test the underlying soil pore gas for evidence of petroleum hydrocarbons, methane, and volatile organic compounds. A 10-point survey is recommended throughout the Subject Property. The soil gas sampling points will be drilled to variable depths of 5 to 20 feet bgs, and a soil gas sample will be extracted and analyzed for the above constituents.
- **Soil Borings and Sampling** – Physical soil sampling is warranted to test the underlying soil for fuel and solvent type compounds. The physical soil testing should commence after the results of the soil gas survey in case this study shows evidence of soil contaminants present at select locations. Citadel recommends drilling up to 10 borings throughout the site at various depths. At least two of the borings should be drilled to 50 feet in depth (expected depth to groundwater), and a groundwater sample, if applicable, should be collected and analyzed for volatile organic compounds. Citadel also recommends analyzing at least 10 shallow soil samples (obtained at the 1-foot through 10 foot level) for heavy metals. The samples will be collected during the soil boring activities.
- **Asbestos, Lead, and Mold** – No further action.



## **10.0 LIMITATIONS**

This Phase I Environmental Site Assessment has been performed with good commercial and customary practice, with respect to the access and review of reasonably available information concerning potential hazardous wastes and material on or in the vicinity of the Site. Inquiries into the prior ownership and usage of the subject property have been made in an effort to provide exemption from liability pursuant to United States Code 42, § 9601 (35)(A) [SARA Amendments], known as the "Innocent Landowner Defense".

The results of the assessment provided herein are in no way intended to represent a guarantee that the subject property is free from past, present or future hazardous waste contamination, but only that a reasonable attempt has been conducted to identify and assess the likelihood of such potential contamination under current applicable law. Furthermore, the accuracy of the results of the regulatory agency database searches are constrained and limited by the level of care and professional skill exercised by the sub-consultants retained by Citadel to perform these tasks.

## **11.0 REFERENCES**

### **Technical References**

California Department of Water Resources, 1961, Bulletin No. 104, Planned Utilization of the Groundwater Basins of the Coastal Plain of Los Angeles County, Appendix A, Ground Water Geology, 179 pp., 26 pl.

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### **Regulatory Research References**

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- California Integrated Waste Management Board, Solid Waste Information System (SWLFI), March 2004.
- California Office of Environmental Information Input Systems, Underground Storage Tank Permits (CA UST) - California Water Quality Control Board- 1987 (permits after 1987 referred to local enforcement agencies), 4/16/2004.
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- United States Environmental Protection Agency Office of Solid Waste and Emergency Response; National Priority List - (NPL), 11/3/2004.
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- United States Environmental Protection Agency Office of Solid Waste and Emergency Response; Resource Conservation and Recovery Information System - Small Quantity Generator - (RCRA-SQG), 12/12/2003.
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- United States Environmental Protection Agency; RCRA Corrective Action Sites List - (CORRACTS), 10/01/2004.
- United States Environmental Protection Agency; Toxic Release Inventory System - (TRIS), 12/22/2004.





<b>California and Local Environmental Agencies Contacted</b>		
<b>Name and Address</b>	<b>Representative</b>	<b>Telephone No.</b>
U. S. Environmental Protection Agency - Region IX 75 Hawthorne Street San Francisco, California 94105	Mr. David Wilma	(415) 744-1500
California Environmental Protection Agency (Cal/EPA) 555 Capital Mall, Suite 235 Sacramento, California 95814	Mr. James Strock	(916) 445-3846
Cal/EPA Department of Toxic 8 Substances Control-Region 4 245 W. Broadway, Suite 350 Los Angeles, California 90802	Ms. Violet Meslain	(310) 590-4964
Cal/EPA Department of Health Services 601 N. Seventh Street P.O. Box 942732 Sacramento, California 94234	Mr. David Quinton	(916) 324-2208
California Regional Water Quality Control Board Region 3 - Los Angeles Los Angeles, California	Mr. Anthony Stickler	(213) 549-3147
City of Los Angeles Building and Planning Department Los Angeles, California	Ms. Susan Hensen	(323) 362-7887
City of Los Angeles Fire Department Los Angeles, California	Mr. Joseph Henry	(323) 448-0892



## 12.0 SIGNATURES

Work Performed by:

**Dan  
Louks**

Digitally signed by Dan  
Louks  
DN: CN = Dan Louks,  
C = US, O = Citadel  
Environmental  
Services, Inc.  
Date: 2005.08.30  
11:17:05 -0700

Dan Louks, R.G.  
California Registered Geologist #4883

Report Prepared by:

**Loren I.  
Witkin**

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Witkin  
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Date: 2005.08.30 11:17:23  
-0700

Loren I. Witkin, REA, CAC  
Principal

Report Reviewed by:

**Loren I.  
Witkin**

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Witkin  
DN: CN = Loren I. Witkin,  
C = US, O = Citadel  
Environmental Services,  
Inc.  
Date: 2005.08.30 11:17:44  
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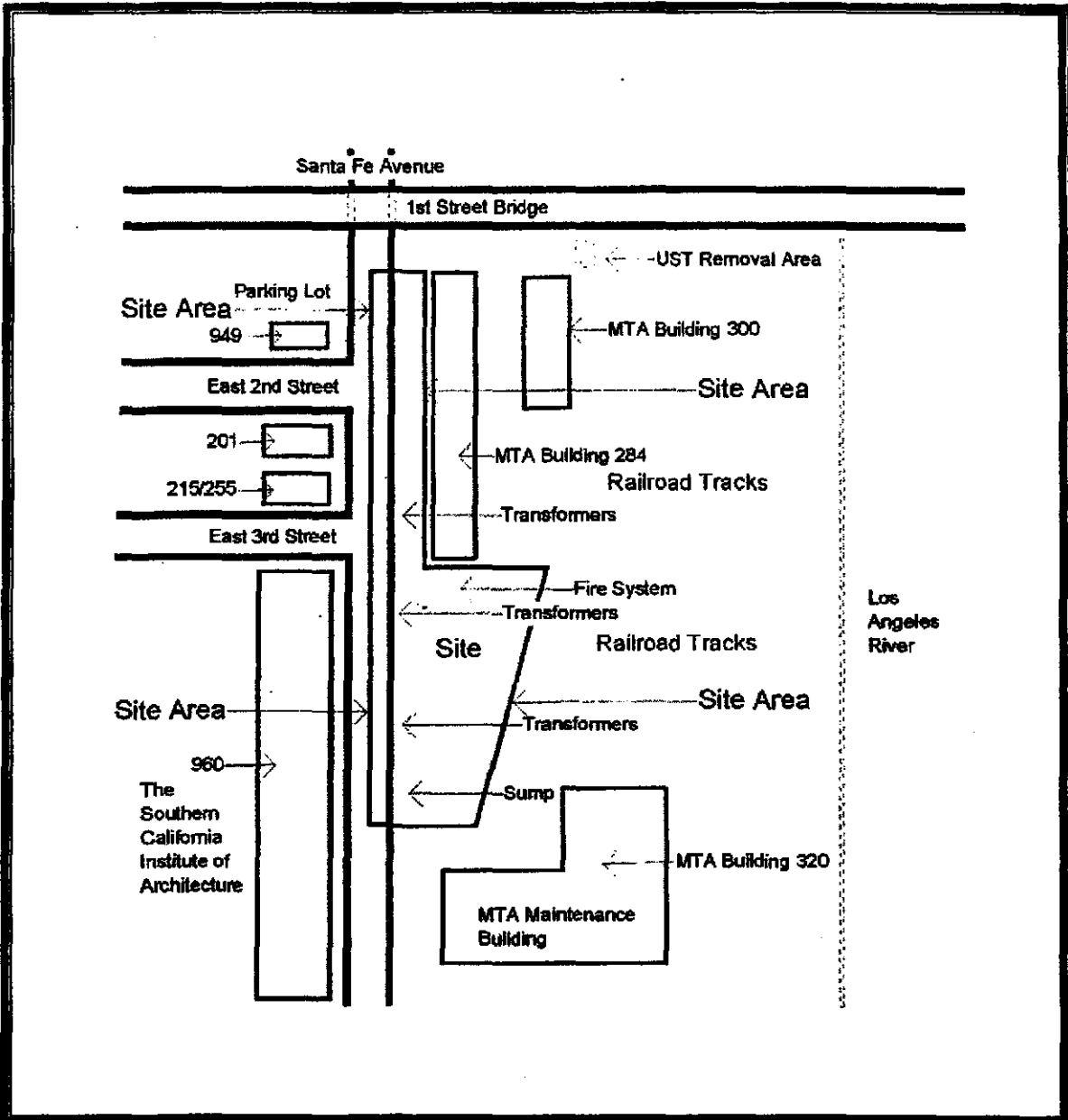
Loren I. Witkin, REA, CAC  
Principal

Phase 1 ESA

MTA Roadway and Parking Lot  
Los Angeles, California  
April 2005

**FIGURES**

**FIGURE 1**  
**Site Location Map**



**Site Vicinity Map**

**Phase I Environmental Site Assessment  
 Western Roadway of 284 South Santa Fe Avenue and Parking Lot  
 Los Angeles, California 90012**



**425 East Colorado Blvd., Suite 560  
 Glendale, California 91205**

**Project No.  
 5021.007**

**FIGURE 2**  
**Site Topography Map**



**Site Topography Map**

**Phase I Environmental Site Assessment  
Western Roadway of 284 South Santa Fe Avenue and Parking Lot  
Los Angeles, California 90012**



**425 East Colorado Blvd., Suite 560  
Glendale, California 91205**

**Project No.**

**5021.007**

Phase 1 ESA

MTA Roadway and Parking Lot  
Los Angeles, California  
April 2005

**APPENDICES**



**APPENDIX A**  
**Site Photographs**



1. A view of the north portion of the Site roadway as seen from the southern portion of the Site.



4. A typical view of the eastern perimeter of the Site parking lot.



2. A view of the northern most point of the Site roadway.



5. A view of the typical drain located on the southern portion of the Site.



3. A view of the southern portion of the Site parking lot and the pole-mounted transformers located on the western perimeter of the Site along South Santa Fe Avenue.



6. An exterior view of the sump system located on the southern portion of the Site.

Phase I ESA

MTA Roadway and Parking Lot  
Los Angeles, California  
April 2005

**APPENDIX B**  
**AERIAL PHOTOGRAPHS**



**Aerial - 1928**

**Phase I Environmental Site Assessment  
Western Roadway of 284 South Santa Fe Avenue and Parking Lot  
Los Angeles, California 90012**



**425 East Colorado Blvd., Suite 560  
Glendale, California 91205**

**Project No.**

**5021.007**



**Aerial - 1938**

**Phase I Environmental Site Assessment  
Western Roadway of 284 South Santa Fe Avenue and Parking Lot  
Los Angeles, California 90012**



**425 East Colorado Blvd., Suite 560  
Glendale, California 91205**

**Project No.**

**5021.007**



**Aerial - 1947**

**Phase I Environmental Site Assessment  
Western Roadway of 284 South Santa Fe Avenue and Parking Lot  
Los Angeles, California 90012**



**425 East Colorado Blvd., Suite 560  
Glendale, California 91205**

**Project No.**

**5021.007**



**Aerial - 1965**

**Phase I Environmental Site Assessment  
Western Roadway of 284 South Santa Fe Avenue and Parking Lot  
Los Angeles, California 90012**



**425 East Colorado Blvd., Suite 560  
Glendale, California 91205**

**Project No.**

**5021.007**



**Aerial - 1976**

**Phase I Environmental Site Assessment  
Western Roadway of 284 South Santa Fe Avenue and Parking Lot  
Los Angeles, California 90012**



**425 East Colorado Blvd., Suite 560  
Glendale, California 91205**

**Project No.**

**5021.007**





**Aerial - 1989**

**Phase I Environmental Site Assessment  
Western Roadway of 284 South Santa Fe Avenue and Parking Lot  
Los Angeles, California 90012**



**425 East Colorado Blvd., Suite 560  
Glendale, California 91205**

**Project No.**

**5021.007**



**Aerial - 1994**

**Phase I Environmental Site Assessment  
Western Roadway of 284 South Santa Fe Avenue and Parking Lot  
Los Angeles, California 90012**



**425 East Colorado Blvd., Suite 560  
Glendale, California 91205**

**Project No.**

**5021.007**

Phase 1 ESA

MTA Roadway and Parking Lot  
Los Angeles, California  
April 2005

**APPENDIX C**  
**Fire Insurance Maps**



EDR™ Environmental  
Data Resources Inc

"Linking Technology with Tradition"®

## Sanborn® Map Report

**Ship To:** Todd Johnson  
Citadel Environmental  
425 East Colorado Blvd  
Glendale, CA 91205

**Order Date:** 3/24/2005 **Completion Date:** 3/25/2005

**Inquiry #:** 1385937.3S

**P.O. #:** ESA - Santa Fe

**Site Name:** Parking Lot

**Address:** 320 Santa Fe Avenue

**City/State:** Los Angeles, CA 90012

**Cross Streets:**

**Customer Project:** ESA - Santa Fe  
9013511MOR 818-246-2707

Based on client-supplied information, fire insurance maps for the following years were identified

1894 - 1 Map	1970 - 1 Map
1906 - 1 Map	
1950 - 1 Map	
1953 - 1 Map	
1954 - 1 Map	
1959 - 1 Map	
1960 - 1 Map	
1967 - 1 Map	

Limited Permission to Photocopy

Total Maps: 9

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## USER'S GUIDE

This User's Guide provides guidelines for accessing Sanborn Map® images and for transferring them to your Word Processor.

### Reading Sanborn Maps

Sanborn Maps document historical property use by displaying property information through words, abbreviations, and map symbols. The Sanborn Map Key provides information to help interpret the symbols and abbreviations used on Sanborn Maps. The Key is available from EDR's Web Site at: <http://www.edrnet.com/reports/samples/key.pdf>

### Organization of Electronic Sanborn Image File

- Sanborn Map Report, listing years of coverage
- User's Guide
- Oldest Sanborn Map Image
- Most recent Sanborn Map Image

### Navigating the Electronic Sanborn Image File

1. Open file on screen.
2. Identify TP (Target Property) on the most recent map.
3. Find TP on older printed images.
4. Using Acrobat® Reader®, zoom to 250% in order to view more clearly. (200-250% is the approximate equivalent scale of hardcopy Sanborn Maps.)
  - A. On the menu bar, click "View" and then "Zoom to..."
  - B. Or, use the magnifying tool and drag a box around the TP



### Printing a Sanborn Map From the Electronic File

EDR recommends printing images at 300 dpi (300 dpi prints faster than 600 dpi)  
To print only the TP area, cut and paste from Acrobat to your word processor application.

#### Acrobat Versions 6 and 7

1. Go to the menu bar
2. Click the "Select Tool"
3. Draw a box around the area selected
4. "Right click" on your mouse
5. Select "Copy Image to Clipboard"
6. Go to Word Processor such as Microsoft Word, paste and print.



#### Acrobat Version 5

1. Go to the menu bar
2. Click the "Graphics Select Tool"
3. Draw a box around the area selected
4. Go to "Menu"
5. Highlight "Edit"
6. Highlight "Copy"
7. Go to Word Processor such as Microsoft Word, paste and print.



### Important Information about Email Delivery of Electronic Sanborn Map Images

- Images are grouped into one file, up to 2MB.

In cases where in excess of 6-7 map years are available, the file size typically exceeds 2MB. In these cases, you will receive multiple files, labeled as "1 of 3", "2 of 3", etc. including all available map years.

Due to file size limitations, certain ISPs, including AOL, may occasionally delay or decline to deliver files. Please contact your ISP to identify their specific file size limitations.

<u>PUR ID</u> <u>Year</u>	<u>Uses</u>	<u>NAICS</u>	<u>Source</u>
1949	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1950	Address not Listed in Research Source	N/A	Pacific Telephone
1951	Address not Listed in Research Source	N/A	Los Angeles Directory Co Publishers
1952	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1954	Address not Listed in Research Source	N/A	R. L. Polk & Co.
1955	Address not Listed in Research Source	N/A	R. L. Polk & Co.
1956	Address not Listed in Research Source	N/A	Pacific Telephone
1957	Address not Listed in Research Source	N/A	Pacific Telephone
1958	Address not Listed in Research Source	N/A	Pacific Telephone
1960	Address not Listed in Research Source	N/A	Pacific Telephone
1961	Address not Listed in Research Source	N/A	Luskey Brothers & Co
1962	Address not Listed in Research Source	N/A	Pacific Telephone
1963	Address not Listed in Research Source	N/A	Pacific Telephone
1964	Address not Listed in Research Source	N/A	Pacific Telephone
1965	Address not Listed in Research Source	N/A	GTE
1966	Address not Listed in Research Source	N/A	Pacific Telephone
1967	Address not Listed in Research Source	N/A	R. L. Polk & Co.
1969	Address not Listed in Research Source	N/A	Pacific Telephone
1970	Address not Listed in Research Source	N/A	R. L. POLK & CO.
1971	Address not Listed in Research Source	N/A	B&G Publications
1972	Address not Listed in Research Source	N/A	R. L. Polk & Co.
1975	Address not Listed in Research Source	N/A	Pacific Telephone
1976	Address not Listed in Research Source	N/A	R.L. Polk & co Publishers
1980	Address not Listed in Research Source	N/A	Pacific Telephone
1981	Address not Listed in Research Source	N/A	Pacific Telephone
1985	Address not Listed in Research Source	N/A	Pacific Bell
1986	Address not Listed in Research Source	N/A	Pacific Bell
1990	ILLINOIS WALSH CONSTRUCTION CO INC (320)		Pacific Bell

<u>PUR ID</u>	<u>Year</u>	<u>Uses</u>	<u>NAICS</u>	<u>Source</u>
	1990	(continued) J L MANTA INC (320)		
-	1991	Address not Listed in Research Source	N/A	Pacific Bell
-	1995	ABB TRACTION (320) BRED A TRANSPORTATION INC (320)		Pacific Bell Telephone
-	1996	Address not Listed in Research Source	N/A	GTE
-	2000	Address not Listed in Research Source	N/A	Pacific Bell Telephone
-	2001	Address not Listed in Research Source	N/A	Haines & Company, Inc.
-	2003	Address not Listed in Research Source	N/A	Haines & Company

### Adjoining Properties

**SURROUNDING**  
Multiple Addresses  
Los Angeles, CA 90013

<u>PUR ID</u>	<u>Year</u>	<u>Uses</u>	<u>NAICS</u>	<u>Source</u>
	1920	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
	1921	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
	1923	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
	1924	<b>** SANTA FE AVE Addresses **</b> REITER J W PATNMKR R (326) AARVIG MELVIN F CLK R (342)		Los Angeles Directory Co.
	1925	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
	1926	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
	1927	Address not Listed in Research Source	N/A	Kaasen Directory Company Publishers
	1928	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
	1929	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
	1930	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
	1931	Address not Listed in Research Source	N/A	Los Angeles Directory Company Publishers
	1932	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
	1933	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
	1934	Address not Listed in Research Source	N/A	Los Angeles Directory Co.

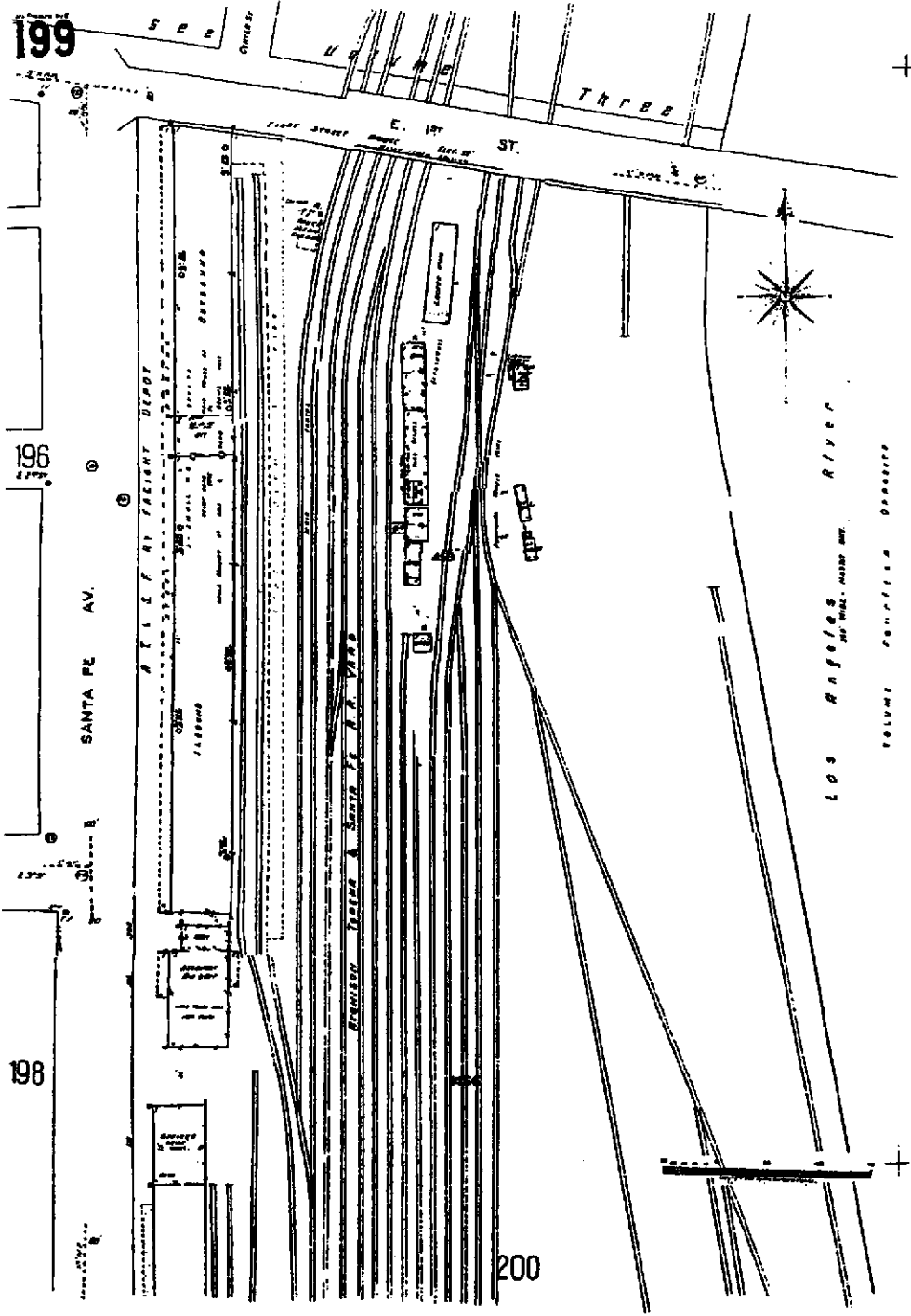
<u>PUR ID</u> <u>Year</u>	<u>Uses</u>	<u>NAICS</u>	<u>Source</u>
1935	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1936	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1937	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1938	Address not Listed in Research Source	N/A	Los Angeles Directory Company Publishers
1939	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1940	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1942	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1944	Address not Listed in Research Source	N/A	R. L. Polk & Co.
1945	Address not Listed in Research Source	N/A	R. L. Polk & Co.
1946	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1947	Address not Listed in Research Source	N/A	Pacific Directory Co.
1948	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1949	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1950	Address not Listed in Research Source	N/A	Pacific Telephone
1951	<u>** SANTA FE S AVE Addresses **</u> S STA FE BRACCO SAM THIRD ST CAFETERIA (304) S STA FE THIRD ST CAFETERIA (304) S STA FE NATIONAL CARLOADING CORP MAIN (330) S STA FE PAC CARTAGE INC GENL OFC (330) S STA FE PAC CARTAGE INC PICK UP SERV (330) S STA FE SYSTEM SAN DIEGO EXPRESS (331) S STA FE CALIF CARTAGE CO INC PICKUP D (333)		Los Angeles Directory Co Publishers
1952	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1954	Address not Listed in Research Source	N/A	R. L. Polk & Co.
1955	Address not Listed in Research Source	N/A	R. L. Polk & Co.
1956	Address not Listed in Research Source	N/A	Pacific Telephone
1957	<u>** E SANTA FE AVE Addresses **</u> MIRANDA MARGARET MRS (316)		Pacific Telephone
1958	<u>** S SANTA FE AVE Addresses **</u> BRACCO SAM THIRD ST CAFETERIA (304)		Pacific Telephone



<u>PUR ID</u> <u>Year</u>	<u>Uses</u>	<u>NAICS</u>	<u>Source</u>
1958 (continued)	TUCKERS HOBBY CRAFT SHOP (329) JUDSON FREIGHT FORWARDING DIV NATL CAR (330) LOCAL & TRAFFIC OFC (330) NATL CARLOADING CORP (330) PAC CARTAGE INC GENL OFC (330) PICK UP SERV (330)		
1960	<u>** E SANTA FE AVE Addresses **</u> MIRANDA MARGARET MRS (316)		Pacific Telephone
1961	Address not Listed in Research Source	N/A	Luskey Brothers & Co
1962	<u>** S SANTA FE AVE Addresses **</u> REPUBLIC CARLOADING & DISTRIBUTING CO (353) CONTES RESTAURANT (304) JUDSON FREIGHT FORWARDING DIV NATL CAR (330) JUDSON HOUSEHOLD GOODS DIV OF NATL CAR (330) JUDSON SHELDON DIV OF NATL CAR LOADING (330) JUDSON SHELDON INTERNATL AIV OF NATL C (330) LOCAL & TRAFFIC OFC (330) NATL CARLOADING CORP (330) PAC CARTAGE INC GENL OFC (330) PICK UP SERV (330) <u>** S SANTA FE Addresses **</u> REED CLARENCE C DR (311)		Pacific Telephone
1963	Address not Listed in Research Source	N/A	Pacific Telephone
1964	Address not Listed in Research Source	N/A	Pacific Telephone
1965	Address not Listed in Research Source	N/A	GTE
1966	<u>** E SANTA FE AVE Addresses **</u> MIRANDA MARGARET MRS (316) <u>** S SANTA FE AVE Addresses **</u> NATIONAL CARLOADING CORPORATION (330) PAC & ATLANTIC SHIPPERS INC (330)		Pacific Telephone
1967	<u>** S SANTA FE AVE Addresses **</u> J & B CAFE (304) NATIONAL CARLOADING CORPORATION (330) P & A SHIPPERS INC (330) PANDA TERMINALS OF CALIFORNIA INC (330) <u>** S SANTA FE Addresses **</u>		R. L. Polk & Co.

<u>PUR ID</u>	<u>Year</u>	<u>Uses</u>	<u>NAICS</u>	<u>Source</u>
	1967 (continued)	REED CLARENCE C DR (311)		
	1969	Address not Listed in Research Source	N/A	Pacific Telephone
	1970	<u>** S SANTA FE AVE Addresses **</u> REPUBLIC CARLOADING & DISTRIBUTING CO (353) NATIONAL CARLOADING CORPORATION (330) REPUBLIC CARLOADING & DISTRIBUTING CO 1 (353) REPUBLIC CARLOADING & DISTRIBUTING CO (353)		R. L. POLK & CO.
	1971	<u>** S SANTA FE AVE Addresses **</u> B & JS CAFETERIA (304) HEYMAMS JOSEPH A INVSTGTR AGCY (330) NATIONAL CARLOADING CORPORATION (330) PANDA TERMINALS OF CALIFORNIA INC (330) <u>** S SANTA FE Addresses **</u> MID CITIES SCHOOLS CREDIT UNION (325)		B&G Publications
	1972	Address not Listed in Research Source	N/A	R. L. Polk & Co.
	1975	<u>** E SANTA FE AVE Addresses **</u> FULLERTON MFG CO FULLERTON (336) <u>** S SANTA FE AVE Addresses **</u> WESTRANSCO FREIGHT CO FRGHT FORWARDERS (330) <u>** SANTA FE AVE Addresses **</u> MAXEY JEAN (335)		Pacific Telephone
	1976	<u>** S SANTA FE AVE Addresses **</u> RED CABOOSE CAFETERIA (304) MID CITIES SCHOOLS CREDIT UNION (325) RICK RACKS CALIFORNIA (329) DOCK (330) WESTRANSCO FREIGHT CO (330) COMPTON EDUCATION ASSOCIATION (333) O & H TRUCKING CO (343) <u>** SANTA FE AVE Addresses **</u> FULLERTON MANUFACTURING CO (336) FULLERTON PLASTICS CO (336) POLYTEX RUBBER CORP (336) RUBBER EQUIPMENT INC (336)		R.L. Polk & co Publishers
	1980	<u>** S SANTA FE AVE Addresses **</u> WESTRANSCO FREIGHT CO FRGHT FORWARDERS (330)		Pacific Telephone

<u>PUR ID</u>	<u>Year</u>	<u>Uses</u>	<u>NAICS</u>	<u>Source</u>
	1980 (continued)	DOCK (330) WESTREICH D (330)		
	1981	<b>** S SANTA FE AVE Addresses **</b> WESTRANSCO FREIGHT CO DOCK (330)		Pacific Telephone
	1985	<b>** S SANTA FE AVE Addresses **</b> WESTRANSCO FREIGHT CO FRGHT FORWARDERS (330) WESTRANSCO FREIGHT CO FRGHT FORWARDERS (330)		Pacific Bell
	1986	Address not Listed in Research Source	N/A	Pacific Bell
	1990	<b>** S SANTA FE AVE Addresses **</b> DOMINION SYSTEMS (310) DOMINION SYSTEMS (310) COMPTON EDUCATION ASSOCIATION COMPT (333)		Pacific Bell
	1991	Address not Listed in Research Source	N/A	Pacific Bell
	1995	<b>** S SANTA FE AVE Addresses **</b> MACEDONIA CHURCH OF CHRIST HOLINESS (311) MID CITIES SCHOOLS CREDIT UNION (325) C E A COMPTON EDUCATION ASSOCIATION (333) COMPTON EDUCATION ASSOCIATION (333) <b>** S SANTA FE AVE Addresses **</b> COMPTON EDUCATION ASSOCIATION COMPT (333)		Pacific Bell Telephone
	1996	Address not Listed in Research Source	N/A	GTE
	2000	Address not Listed in Research Source	N/A	Pacific Bell Telephone
	2001	Address not Listed in Research Source	N/A	Haines & Company, Inc.
	2003	Address not Listed in Research Source	N/A	Haines & Company





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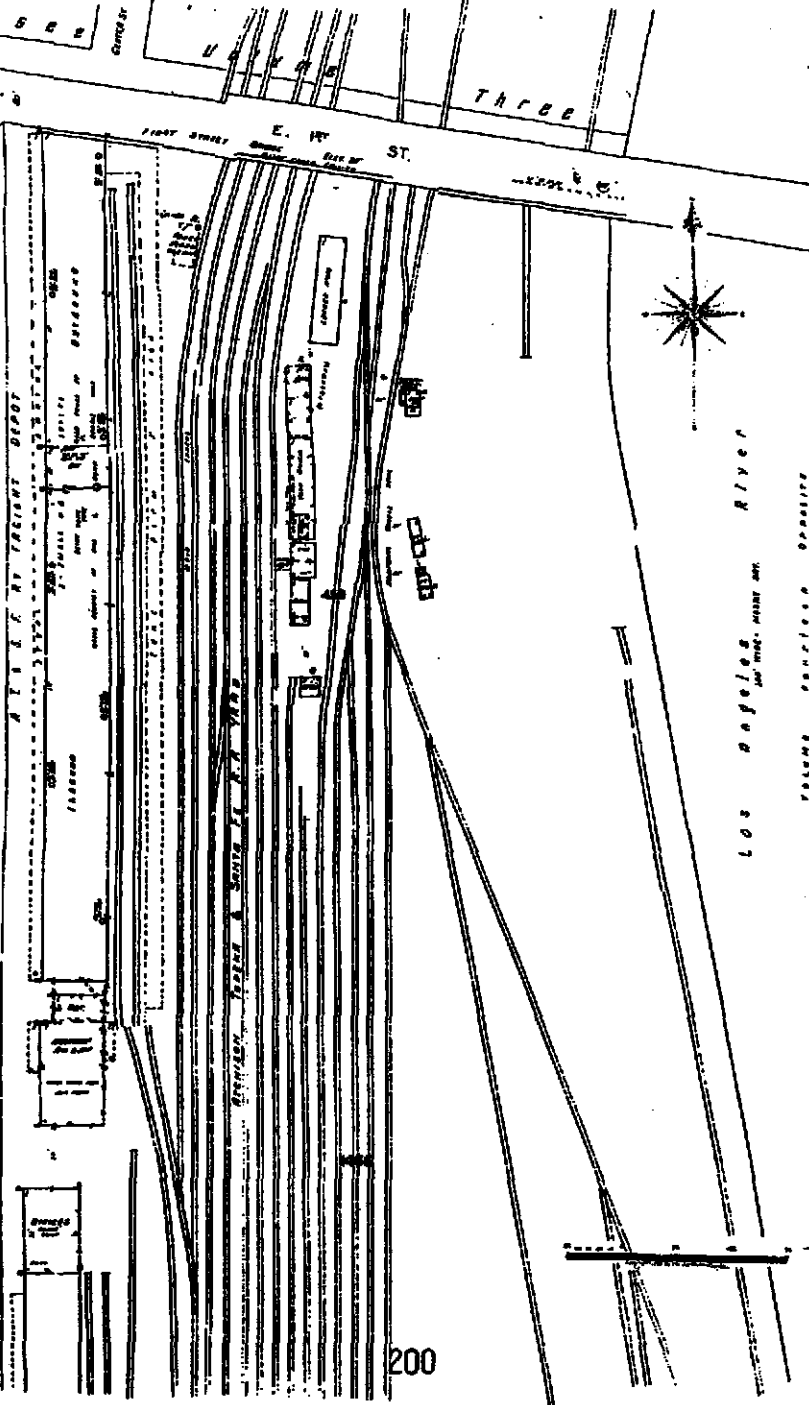
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199

196

198

SANTA FE AV.



200



Los Angeles River

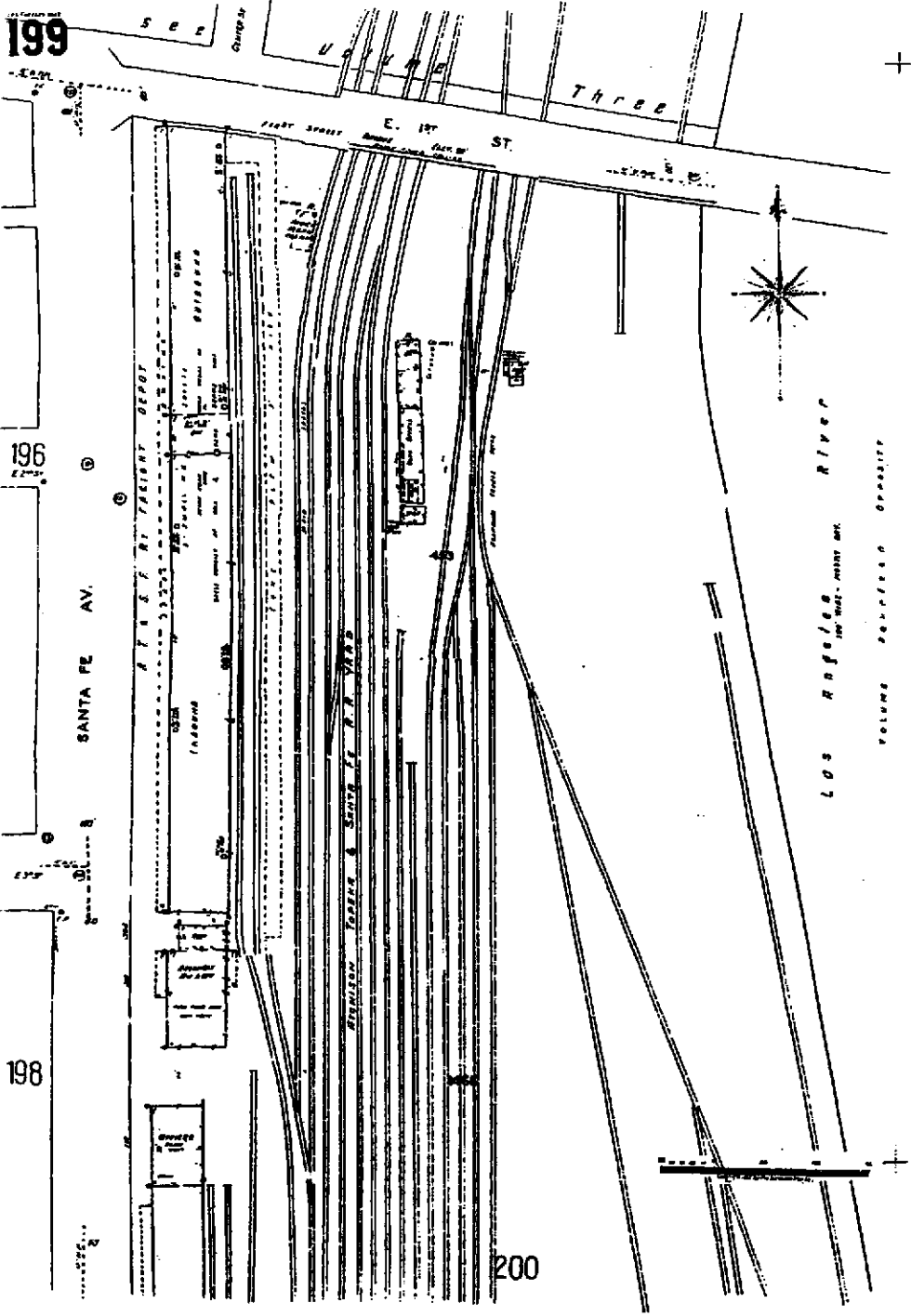
VOLUME COMPLETE CHANGE



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Year: 1907 Edition: 1907

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SANTA FE AV.

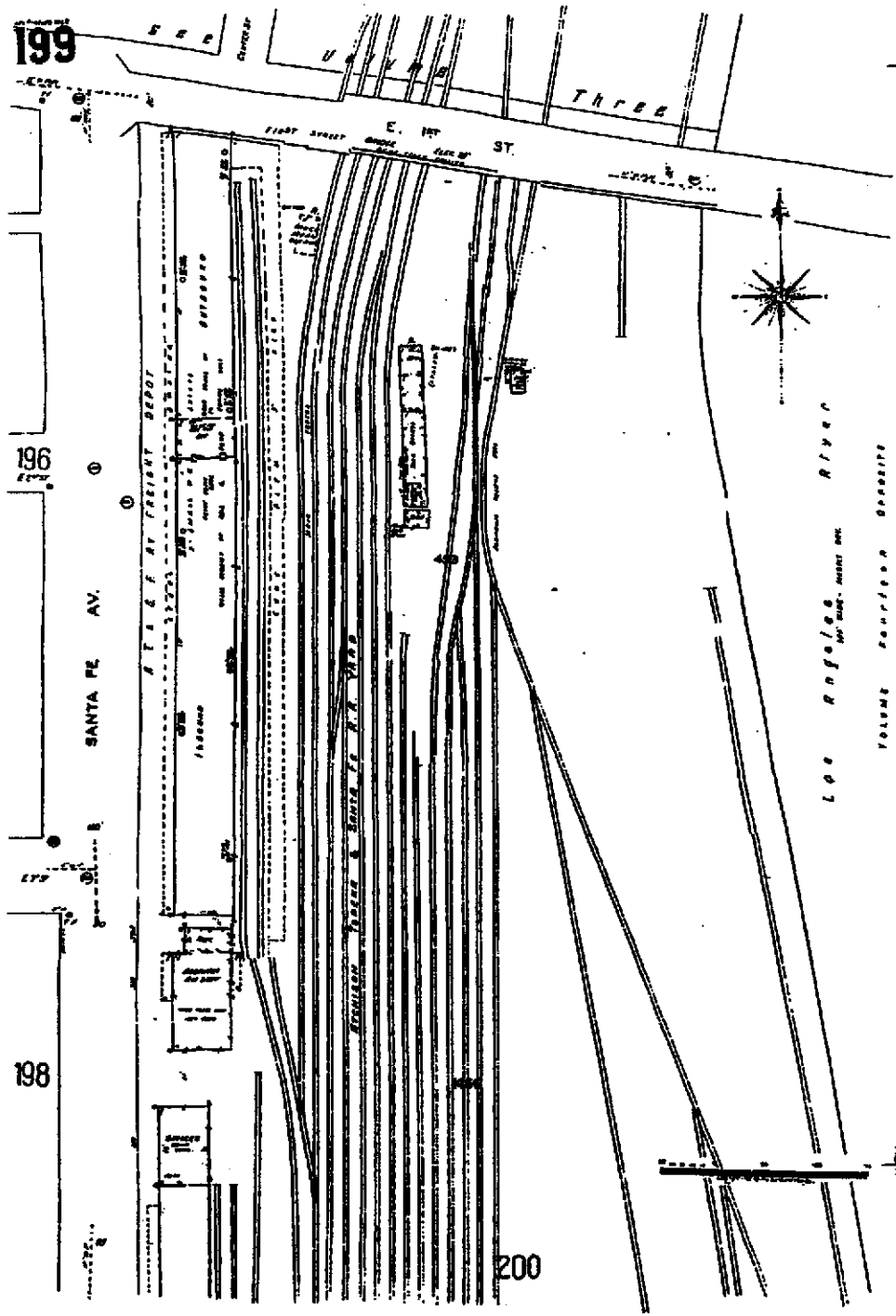
FRIGHT DEPOT

SANTA FE R.R. TRACKS

WATER TOWER

LOO RIVER

VOLUME FOURTEEN SEVENTE





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Year  
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199

196

198

SANTA FE AV.

SEB

Volume 278

THREE

E. IVY ST.

LA GRANDE STATION  
AT & S.F. RR

458

WATER COMPASS CO.  
SANTA FE RR

STEELTON TOPICS & SANTA FE R.R. TRAIL

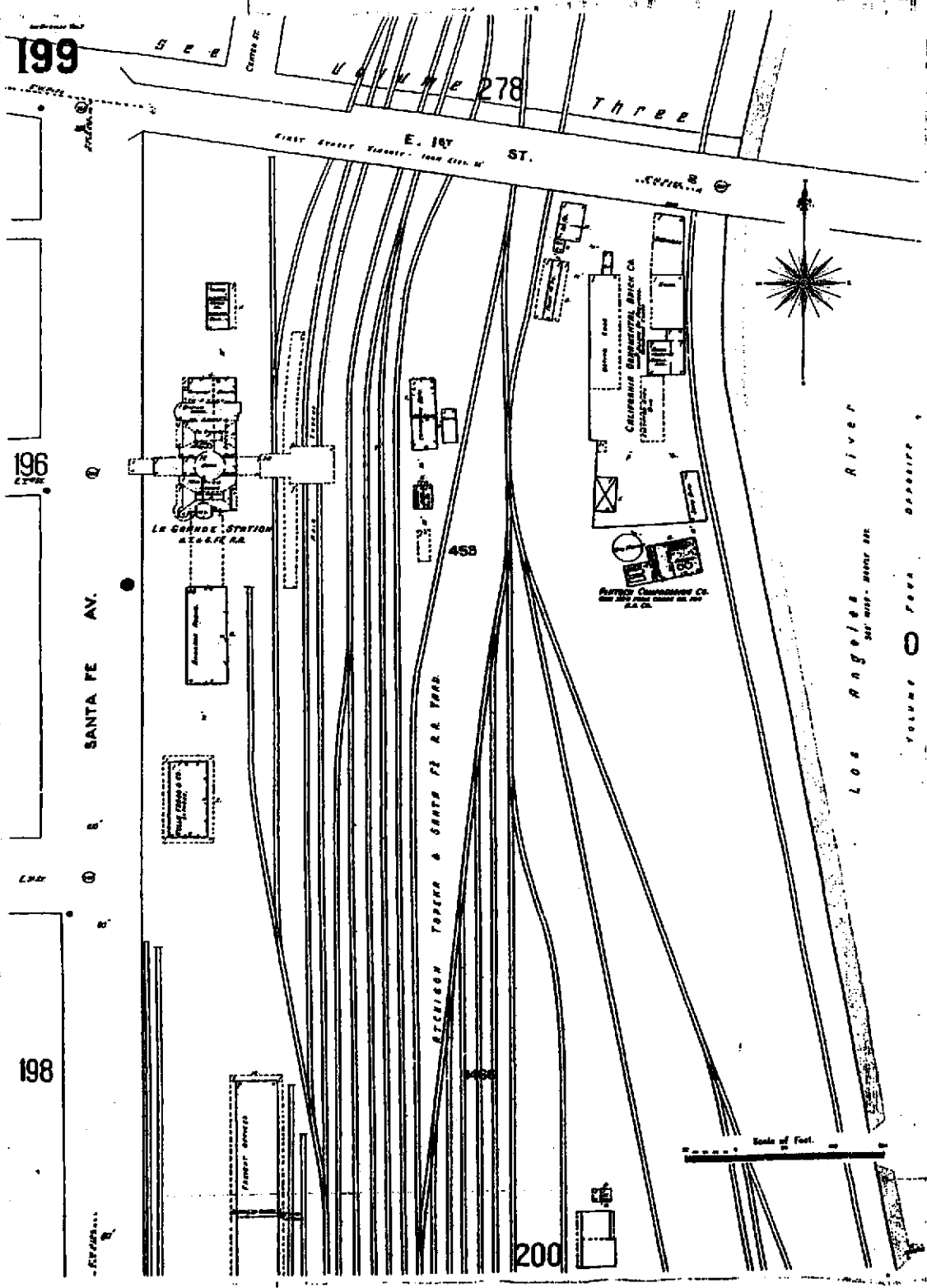
LOS ANGELES RIVER

VOLUME 0 FOUR



Scale of Feet

200



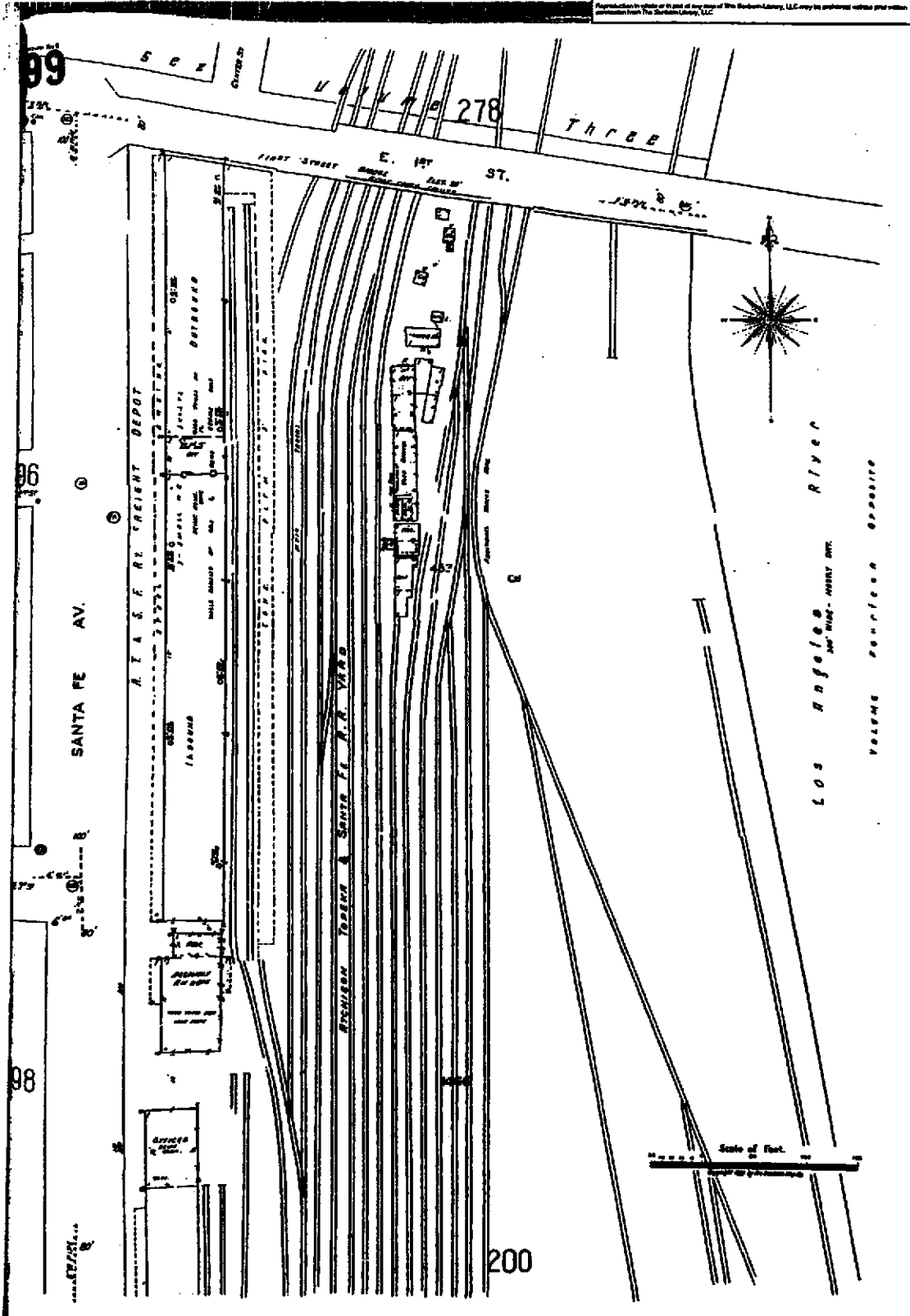




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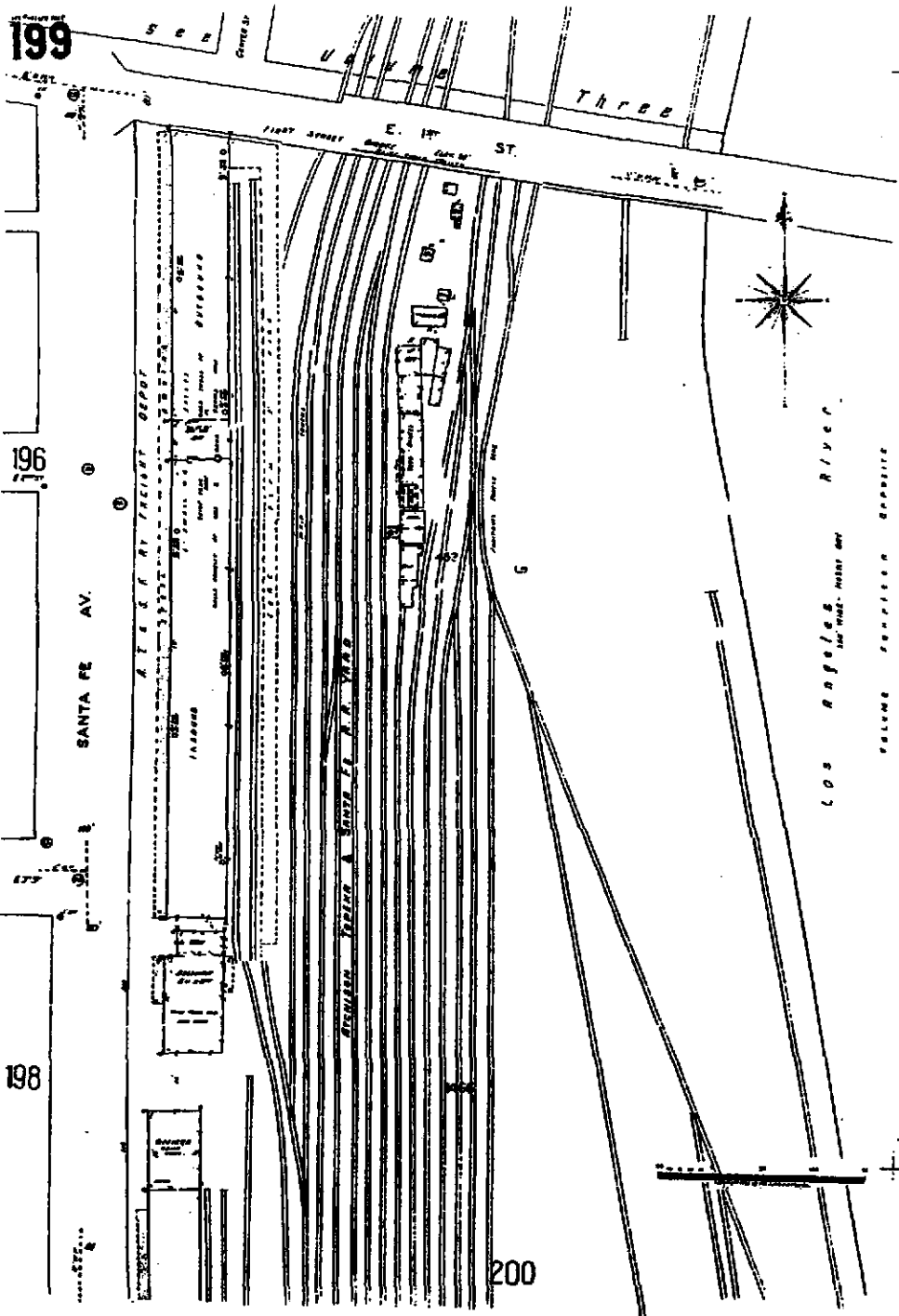


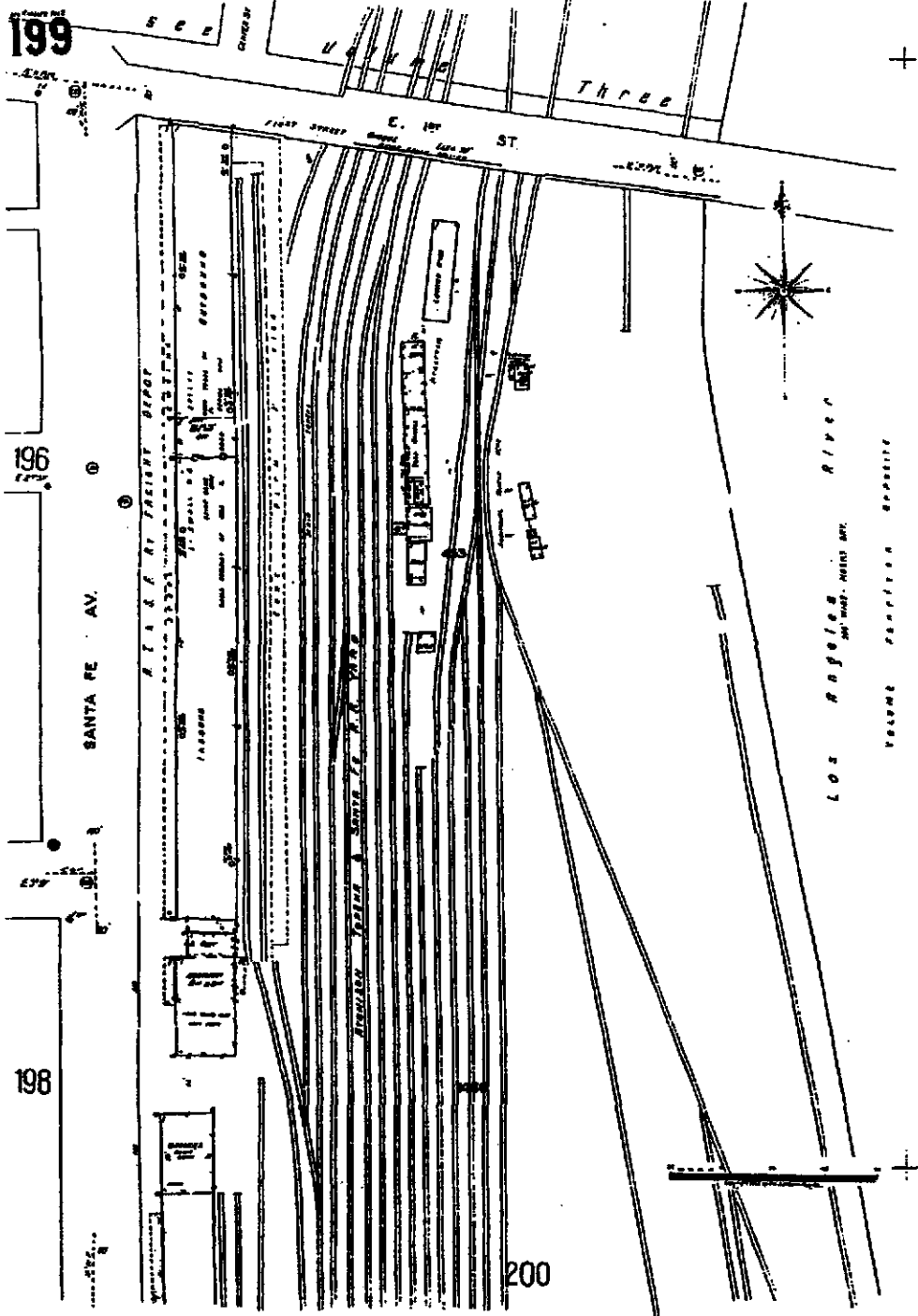


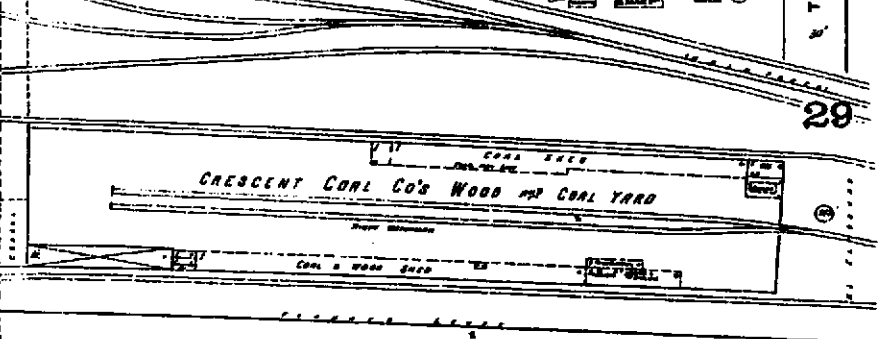
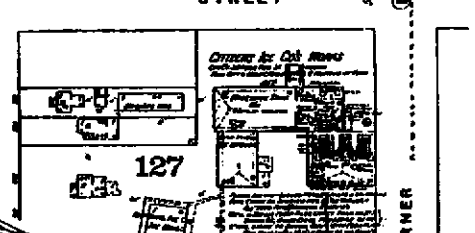
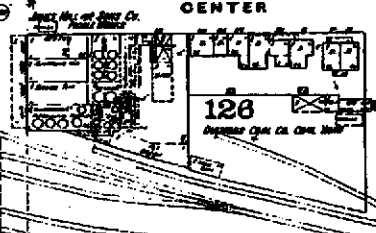
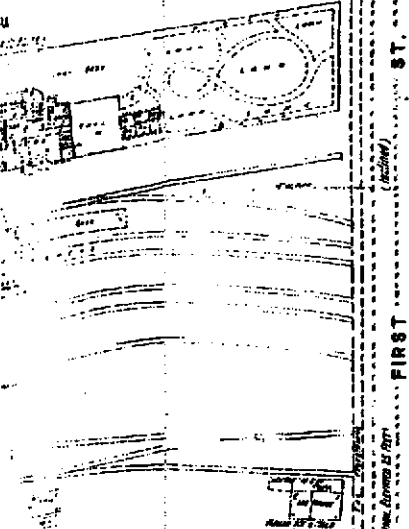
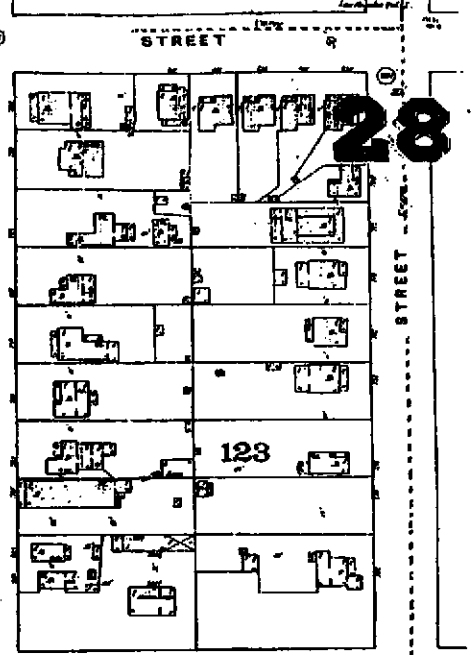
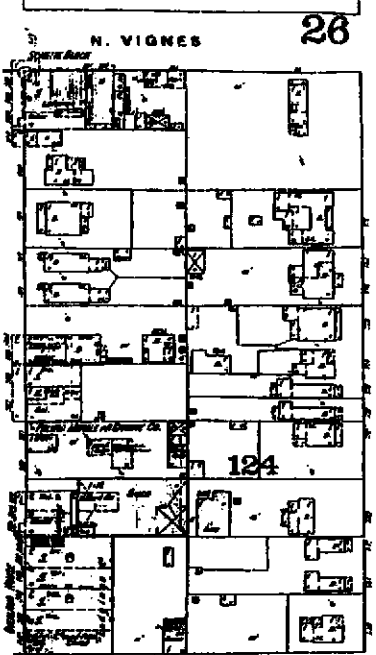
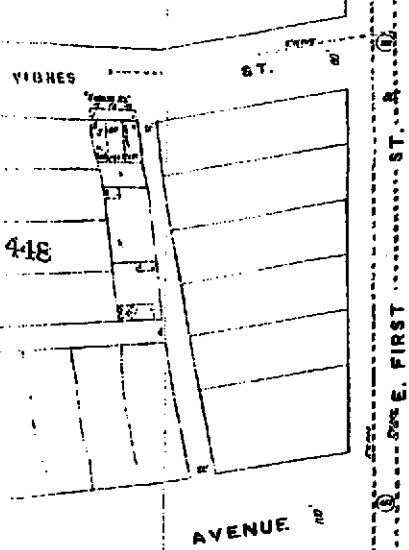
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LOS ANGELES RIVER  
(Bed 300' wide)

U O I U R E T W O



The Sanborn Library, LLC

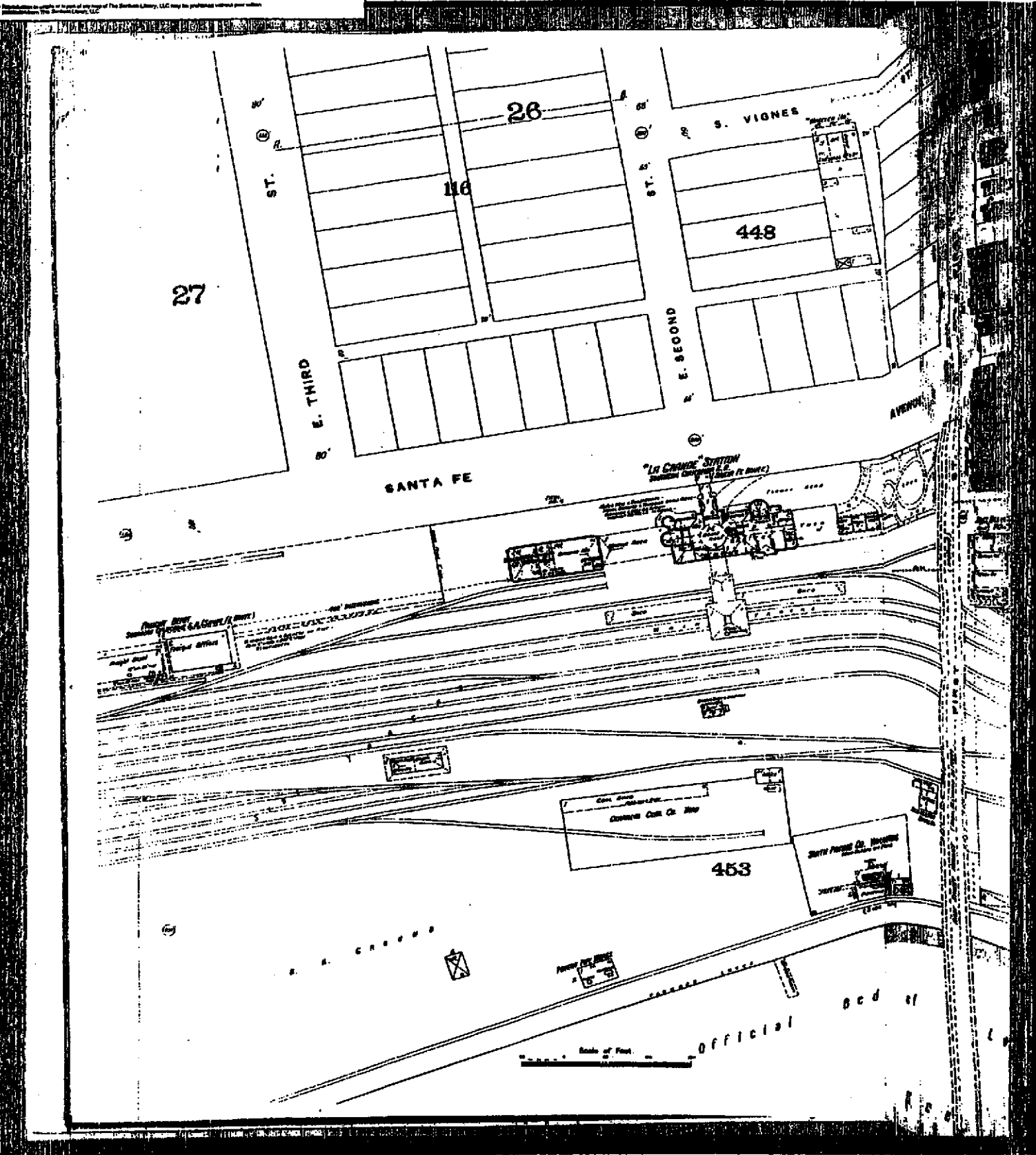
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Year: 1924  
Scale: 1" = 100'



27

26

116

448

453

SANTA FE

Official

Scale of Feet

Sec of

Phase 1 ESA

MTA Roadway and Parking Lot  
Los Angeles, California  
April 2005

**APPENDIX D**  
**City Directories**



**EDR™** Environmental  
Data Resources Inc

**The EDR-City Directory**  
*Abstract*

**Parking Lot**  
**320 S Santa Fe Avenue**  
**Los Angeles, CA 90013**

**March 24, 2005**

**Inquiry Number: 1385937-7**

**The Standard  
In Environmental  
Risk Management  
Information**

**440 Wheelers Farms Road**  
**Milford, Connecticut 06460**

**Nationwide Customer Service**

**Telephone: 1-800-352-0050**  
**Fax: 1-800-231-6802**

## Environmental Data Resources, Inc. City Directory Abstract

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist professionals in evaluating potential liability on a target property resulting from past activities. ASTM E 1527-00, Section 7.3 on Historical Use Information, identifies the prior use requirements for a Phase I environmental site assessment. The ASTM standard requires a review of *reasonably ascertainable standard historical sources*. *Reasonably ascertainable means information that is publicly available, obtainable from a source with reasonable time and cost constraints, and practically reviewable.*

To meet the prior use requirements of ASTM E 1527-00, Section 7.3.4, the following *standard historical sources* may be used: aerial photographs, fire insurance maps, property tax files, land title records (although these cannot be the sole historical source consulted), topographic maps, city directories, building department records, or zoning/land use records. ASTM E 1527-00 requires "*All obvious uses of the property shall be identified from the present, back to the property's obvious first developed use, or back to 1940, whichever is earlier. This task requires reviewing only as many of the standard historical sources as are necessary, and that are reasonably ascertainable and likely to be useful.*" (ASTM E 1527-00, Section 7.3.2, page 12)

EDR's City Directory Abstract includes a search and abstract of available city directory data.

### City Directories

City directories have been published for cities and towns across the U.S. since the 1700s. Originally a list of residents, the city directory developed into a sophisticated tool for locating individuals and businesses in a particular urban or suburban area. Twentieth century directories are generally divided into three sections: a business index, a list of resident names and addresses, and a street index. With each address, the directory lists the name of the resident or, if a business is operated from this address, the name and type of business (if unclear from the name). While city directory coverage is comprehensive for major cities, it may be spotty for rural areas and small towns. ASTM E 1527-00 specifies that a "*review of city directories (standard historical sources) at less than approximately five year intervals is not required by this practice.*" (ASTM E 1527-00, Section 7.3.2.1, page 12)

### NAICS (North American Industry Classification System) Codes

NAICS is a unique, all-new system for classifying business establishments. Adopted in 1997 to replace the prior Standard Industry Classification (SIC) system, it is the system used by the statistical agencies of the United States. It is the first economic classification system to be constructed based on a single economic concept. To learn more about the background, the development and difference between NAICS and SIC, visit the following Census website: <http://www.census.gov/epcd/www/naicsdev.htm>.

Please call EDR Nationwide Customer Service at  
1-800-352-0050 (8am-8pm EST)  
with questions or comments about your report.  
*Thank you for your business!*

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#### 4. SUMMARY

- *City Directories:*

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1920 through 2003. (These years are not necessarily inclusive.) A summary of the information obtained is provided in the text of this report.

This report compiles information by geocoding the subject properties (that is, plotting the latitude and longitude for such subject properties and obtaining data concerning properties within 1/16th of a mile of the subject properties). There is no warranty or guarantee that geocoding will report or list all properties within the specified radius of the subject properties and any such warranty or guarantee is expressly disclaimed. Accordingly, some properties within the aforementioned radius and the information concerning those properties may not be referenced in this report.

**Date EDR Searched Historical Sources:**  
 City Directories      Mar 24, 2005

**Target Property:**  
 320 S Santa Fe Avenue  
 Los Angeles, CA 90013

<u>PUR ID</u> <u>Year</u>	<u>Uses</u>	<u>NAICS</u>	<u>Source</u>
1920	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1921	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1923	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1924	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1925	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1926	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1927	Address not Listed in Research Source	N/A	Kaasea Directory Company Publishers
1928	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1929	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1930	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1931	Address not Listed in Research Source	N/A	Los Angeles Directory Company Publishers
1932	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1933	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1934	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1935	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1936	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1937	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1938	Address not Listed in Research Source	N/A	Los Angeles Directory Company Publishers
1939	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1940	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1942	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1944	Address not Listed in Research Source	N/A	R. L. Polk & Co.
1945	Address not Listed in Research Source	N/A	R. L. Polk & Co.
1946	Address not Listed in Research Source	N/A	Los Angeles Directory Co.
1947	Address not Listed in Research Source	N/A	Pacific Directory Co.
1948	Address not Listed in Research Source	N/A	Los Angeles Directory Co.

**APPENDIX E**

**Building Department Records**



# PARCEL PROFILE REPORT

Report Execution Date: April 14, 2005 - 12:18 PM

Job Address(es) -

- 1) 1000 E. 1ST ST. , 90012
- 2) 230 S. SANTA FE AVE. , 90012
- 3) 300 S. SANTA FE AVE. , 90013
- 4) 306 S. SANTA FE AVE. , 90013
- 5) 310 S. SANTA FE AVE. , 90013
- 6) 316 S. SANTA FE AVE. , 90013
- 7) 320 S. SANTA FE AVE. , 90013
- 8) 330 S. SANTA FE AVE. , 90013

## 1. PARCEL LEGAL DESCRIPTION INFORMATION:

Legal Description:

Tract : CITY LANDS OF LOS ANGELES

Block : \_\_\_\_\_

Lot : "UNNUMBERED LT"

Arb : 202

Modifier: PT

Map Reference Number for Tract Recordation: M R 2-504/505 PAT 3-64/65

Parcel ID Number; (PIN): 127-5A217 3

Assessor Parcel Number: 5163-017-805 [click on APN to see map](#)

## 2. BASIC ZONING INFORMATION FOR PARCEL:

Alquist-Priolo Fault Zone: NO

Council District: 9

Community Redevelopment Area: NO

District Map: 127-5A217

Flood Hazard Zone: NO

Hillside Grading Area: NO

Hillside Ordinance Area: NO

Planning Area & Community Name: Central City North

Zone(s): PF-1XL

### 3. GEOGRAPHICALLY ORIENTED" PARCEL INFORMATION:

Building and Safety Branch Office: LA  
Compacted Filled Ground: CFG  
Census Tract: 2060.40  
Energy Zone: 9  
Methane Hazard Site: Methane Zone  
Near Source Zone Distance: 8.0  
Parcel Area (sqft): 192451.5  
Parking District: CCPD  
Thomas Brothers Map Grid: 1) 634-H4  
2) 634-H5

### 4. CITY DOCUMENTS ASSOCIATED WITH PARCEL:

City Planning Cases: 1) CPC-1986-607  
2) CPC-1995-148  
3) CPC-1995-352-CPU  
Ordinance: 1) ORD-164855-SA1740  
2) ORD-171037-SA99  
Zoning Information File: 1) ZI-1117 MTA Project  
2) ZI-2129 Eastside State  
Enterprise Zone  
3) ZI-223 Site Plan OK for Legal  
Desc (Santa Fe RR)

### 5. OTHER PARCEL RELATED INFORMATION:

Seismic Gas Shut Off Valve Installed: NO

#### Parcel Profile Report Disclaimer

The purpose of this application is to allow easy access and visual display of city parcel legal and zoning information as a convenience to our customers. Every reasonable effort has been made to assure the accuracy of the data provided; nevertheless, some information may not be completely accurate and more importantly, it may need to be properly interpreted by city staff. The City of Los Angeles assumes no responsibility arising from the use of this information and it is provided without a warranty of any kind, either expressed or implied. We do not recommend basing important business, legal, or real estate transactions solely on this information without receiving validation and interpretation of the data from staff at your nearest LADBS branch office.



# City of Los Angeles Department of City Planning

04/14/2005

## PARCEL PROFILE REPORT

### PROPERTY ADDRESSES

1000 E 1ST ST  
230 S SANTA FE AVE  
300 S SANTA FE AVE  
306 S SANTA FE AVE  
310 S SANTA FE AVE  
316 S SANTA FE AVE  
320 S SANTA FE AVE  
330 S SANTA FE AVE

### ZIP CODES

90012  
90013

### RECENT ACTIVITY

None

### CASE NUMBERS

CPC-1995-352-CPU  
CPC-1995-148  
CPC-1986-607  
ORD-171037-SA99  
ORD-164855-SA1740  
PMV-5934  
ENV-1995-328-CPU-MND  
CFG

### Address/Legal Information

PIN Number: 127-5A217 3  
Area (Calculated): 192,453.1 (sq ft)  
Thomas Brothers Grid: PAGE 634 - GRID H4  
PAGE 634 - GRID H5  
Assessor Parcel Number: 5163017BRK  
Tract: CITY LANDS OF LOS ANGELES  
Map Reference: M R 2-504/505 PAT 3-64/65  
Block: None  
Lot: PT "UNNUMBERED LT"  
Arb (Lot Cut Reference): 202

### Jurisdictional Information

Community Plan Area: Central City North  
Area Planning Commission: Central  
Neighborhood Council: Historic Cultural  
Council District: CD 9 - Jan Perry  
Census Tract #: 2060.40  
LADBS District Offices: Los Angeles Metro

### Planning and Zoning Information

Special Notes: None  
Zoning: PF-1XL  
Zoning Information (ZI): ZI-1117 MTA Project  
ZI-2129 Eastside State Enterprise Zone  
ZI-223 Site Plan Acceptable for Legal Description (Santa Fe Railroad)  
Public Facilities  
General Plan Land Use: None  
Specific Plan Area: None  
Special Land Use / Zoning: None  
Design Review Board: No  
Historic Preservation: No  
POD - Pedestrian Oriented Districts: None  
CDO - Community Design Overlay: None  
Sign District: No  
Adaptive Reuse Incentive Area: None  
35% Density Bonus: Not Eligible  
CRA - Community Redevelopment Agency: None  
Central City Parking: YES  
Downtown Parking: No  
Building Line: None  
500 Ft School Zone: No

### Additional Information

Airport Hazard: None  
Coastal Zone: None  
Farmland: Area not Mapped  
Fire Buffer Zone: No  
Mountain Fire District: No  
Proposed VHFHSZ: No  
Fire District No. 1: No  
Fire District No. 2: No  
Flood Zone: None  
Hazardous Waste / Border Zone Properties: No  
Methane Hazard Site: Methane Zone  
High Wind Velocity Areas: No  
Hillside Grading: No  
Oil Wells: None

Alquist-Priolo Fault Zone: No  
 Distance to Nearest Fault: 7.95221 (km)  
 Landslide: No  
 Liquefaction: No

**Economic Development Areas**

Business Improvement District: None  
 Federal Empowerment Zone: Los Angeles  
 Renewal Community: No  
 Revitalization Zone: Central City  
 State Enterprise Zone: Eastside State Enterprise Zone  
 Targeted Neighborhood Initiative: None

**Assessor Information**

Assessor Parcel Number: 5163017900  
 Parcel Area (Approximate): 991,425.6 (sq ft)  
 Use Code: 8100 - Utility Pump Plant (State Assessed Property)  
 Building Class: Data Not Available  
 Assessed Land Val.: \$10,612,080  
 Assessed Improvement Val.: \$0  
 Year Built: None  
 Last Owner Change: 01/01/85  
 Last Sale Amount: \$0  
 Number of Units: 0  
 Number of Bedrooms: 0  
 Number of Bathrooms: 0  
 Building Square Footage: 0.0 (sq ft)  
 Tax Rate Area: 4  
 Deed Reference No.: 1407554

Assessor Parcel Number: 5163017805  
 Parcel Area (Approximate): 12,283.9 (sq ft)  
 Use Code: No  
 Building Class: No  
 Assessed Land Val.: \$0  
 Assessed Improvement Val.: \$0  
 Year Built: None  
 Last Owner Change: 01/01/75  
 Last Sale Amount: \$0  
 Number of Units: 0  
 Number of Bedrooms: 0  
 Number of Bathrooms: 0  
 Building Square Footage: 0.0 (sq ft)  
 Tax Rate Area: 4  
 Deed Reference No.: No

Assessor Parcel Number: 5163017806  
 Parcel Area (Approximate): 293,158.8 (sq ft)  
 Use Code: 3800 - Industrial Use Parking Lot  
 Building Class: No  
 Assessed Land Val.: \$0  
 Assessed Improvement Val.: \$0  
 Year Built: None  
 Last Owner Change: 12/15/92  
 Last Sale Amount: \$0  
 Number of Units: 0  
 Number of Bedrooms: 0  
 Number of Bathrooms: 0  
 Building Square Footage: 0.0 (sq ft)  
 Tax Rate Area: 4  
 Deed Reference No.: No

Assessor Parcel Number: 5163017901  
 Parcel Area (Approximate): 351,093.6 (sq ft)  
 Use Code: No  
 Building Class: No  
 Assessed Land Val.: \$0  
 Assessed Improvement Val.: \$0  
 Year Built: None

Last Owner Change: 11/27/85  
Last Sale Amount: \$0  
Number of Units: 0  
Number of Bedrooms: 0  
Number of Bathrooms: 0  
Building Square Footage: 0.0 (sq ft)  
Tax Rate Area: 4  
Deed Reference No.: 1407554

Assessor Parcel Number: 5163017902  
Parcel Area (Approximate): 91,476.0 (sq ft)  
Use Code: 3800 - Industrial Use Parking Lot  
Building Class: No  
Assessed Land Val.: \$0  
Assessed Improvement Val.: \$0  
Year Built: None  
Last Owner Change: 12/15/92  
Last Sale Amount: \$0  
Number of Units: 0  
Number of Bedrooms: 0  
Number of Bathrooms: 0  
Building Square Footage: 0.0 (sq ft)  
Tax Rate Area: 4  
Deed Reference No.: 2355367-68



## CASE SUMMARIES

Note: Information for Case Summaries is Retrieved from the Planning Department's Plan Case Tracking System (PCTS) Database.

**Case Number:** CPC-1995-352-CPU  
**Required Action(s):** Data Not Available  
**Project Description(s):** CENTRAL CITY NORTH COMMUNITY PLAN UPDATE PROGRAM (CPU) - THE CENTRAL CITY NORTH COMMUNITY PLAN IS ONE OF TEN COMMUNITY PLANS THAT ARE PART OF THE COMMUNITY PLAN UPDATE PROGRAM PHASE II (7-1-95 TO 12-31-96)

**Case Number:** CPC-1995-148  
**Required Action(s):** Data Not Available  
**Project Description(s):** GENERAL PLAN/ZONE CONSISTENCY PROGRAM PLAN AMENDMENTS AND ZONECHANGES (PUBLIC FACILITIES, OPEN SPACE II AND CLEAN UP

**Case Number:** CPC-1986-607  
**Required Action(s):** Data Not Available  
**Project Description(s):** AB-283 PROGRAM - GENERAL PLAN/ZONE CONSISTENCY - CENTRAL CITY NORTH NORTH AREA - COMMUNITY WIDE ZONE CHANGES AND COMMUNITY PLAN CHANGES TO BRING THE ZONING INTO CONSISTENCY WITH THE COMMUNITY PLAN. INCLUDES CHANGES OF HEIGHT AS NEEDED. REQUIRED BY COURT AS PART OF SETTLEMENT IN THE HILLSIDE FEDERAT ...

**Case Number:** ENV-1995-328-CPU-MND  
**Required Action(s):** MND-MITIGATED NEGATIVE DECLARATION  
**Project Description(s):** CENTRAL CITY NORTH COMMUNITY PLAN UPDATE PROGRAM (CPU) - THE CENTRAL CITY NORTH COMMUNITY PLAN IS ONE OF TEN COMMUNITY PLANS THAT ARE PART OF THE COMMUNITY PLAN UPDATE PROGRAM PHASE II (7-1-95 TO 12-31-96)

**Case Number:** CFG  
**Required Action(s):** MND-MITIGATED NEGATIVE DECLARATION  
**Project Description(s):** CENTRAL CITY NORTH COMMUNITY PLAN UPDATE PROGRAM (CPU) - THE CENTRAL CITY NORTH COMMUNITY PLAN IS ONE OF TEN COMMUNITY PLANS THAT ARE PART OF THE COMMUNITY PLAN UPDATE PROGRAM PHASE II (7-1-95 TO 12-31-96)

## DATA NOT AVAILABLE

ORD-171037-SA99  
ORD-164855-SA1740  
PMV-5934



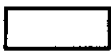






# ZIMAS INTERNET

04/14/2005

City of Los Angeles  
Department of City Planning

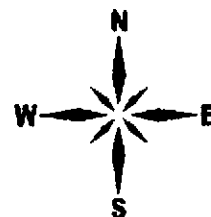
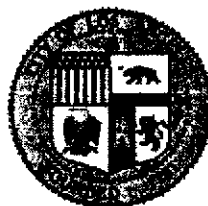


## Generalized Zoning

-  OS
-  A, RA
-  RE, RS, R1, RU, RZ, RW1
-  R2, RD, RMP, RW2, R3, R4, R5
-  ADP, C1, C1.5, C2, C4, C5, CR, CW, LASED, WC
-  CM, MR, CCS, M1, M2, M3, SL
-  P, PB
-  PF
-  HILLSIDE

## Property Information

Address:	1000 E 1ST ST
APN:	5163017BRK
Tract:	CITY LANDS OF LOS ANGELES
Block:	None
Lot:	PT "UNNUMBERED LT"
Arb:	202
PIN #:	127-5A217 3
Zoning:	PF-1XL
General Plan:	Public Facilities



**APPENDIX F**  
**Regulatory Agency Research**



**EDR™** Environmental  
Data Resources Inc

## **The EDR Radius Map with GeoCheck®**

**Parking Lot  
320 Santa Fe Avenue  
Los Angeles, CA 90012**

**Inquiry Number: 1385937.2s**

**March 24, 2005**

## **The Standard in Environmental Risk Management Information**

**440 Wheelers Farms Road  
Milford, Connecticut 06460**

### **Nationwide Customer Service**

**Telephone: 1-800-352-0050  
Fax: 1-800-231-6802  
Internet: [www.edrnet.com](http://www.edrnet.com)**

## TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
Executive Summary.....	ES1
Overview Map.....	2
Detail Map.....	3
Map Findings Summary.....	4
Map Findings.....	6
EDR Proprietary Historical Map Findings.....	48
Orphan Summary.....	49
Government Records Searched/Data Currency Tracking.....	GR-1
 <b><u>GEOCHECK ADDENDUM</u></b>	
Physical Setting Source Addendum.....	A-1
Physical Setting Source Summary.....	A-2
Physical Setting Source Map.....	A-7
Physical Setting Source Map Findings.....	A-8
Physical Setting Source Records Searched.....	A-10

*Thank you for your business.*  
Please contact EDR at 1-800-352-0050  
with any questions or comments.

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## EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc. (EDR). The report meets the government records search requirements of ASTM Standard Practice for Environmental Site Assessments, E 1527-00. Search distances are per ASTM standard or custom distances requested by the user.

### TARGET PROPERTY INFORMATION

#### ADDRESS

320 SANTA FE AVENUE  
LOS ANGELES, CA 90012

#### COORDINATES

Latitude (North): 34.045500 - 34° 2' 43.8"  
Longitude (West): 118.232500 - 118° 13' 57.0"  
Universal Transverse Mercator: Zone 11  
UTM X (Meters): 386236.2  
UTM Y (Meters): 3767691.5  
Elevation: 264 ft. above sea level

### USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property: 34118-A2 LOS ANGELES, CA  
Source: USGS 7.5 min quad index

### TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following government records. For more information on this property see page 6 of the attached EDR Radius Map report:

<u>Site</u>	<u>Database(s)</u>	<u>EPA ID</u>
L.A.C.M.T.A. 320 SOUTH SANTA FE LOS ANGELES, CA 90013	HAZNET	N/A
320 S. SANTA FE AVENUE 320 S. SANTA FE AVENUE LOS ANGELES, CA	CHMIRS	N/A
BREDA TRANSPORTATION 320 S SANTA FE AVE LOS ANGELES, CA 90013	HAZNET	N/A

### DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable") government records either on the target property or within the ASTM E 1527-00 search radius around the target property for the following databases:

### FEDERAL ASTM STANDARD

NPL..... National Priority List

## EXECUTIVE SUMMARY

Proposed NPL .....	Proposed National Priority List Sites
CERC-NFRAP .....	CERCLIS No Further Remedial Action Planned
CORRACTS .....	Corrective Action Report
RCRA-TSDF .....	Resource Conservation and Recovery Act Information
RCRA-LQG .....	Resource Conservation and Recovery Act Information
ERNS .....	Emergency Response Notification System

### STATE ASTM STANDARD

Notify 65 .....	Proposition 65 Records
Toxic Pits .....	Toxic Pits Cleanup Act Sites
SWF/LF .....	Solid Waste Information System
WMUDS/SWAT .....	Waste Management Unit Database
VCP .....	Voluntary Cleanup Program Properties
INDIAN UST .....	Underground Storage Tanks on Indian Land
INDIAN LUST .....	Leaking Underground Storage Tanks on Indian Land

### FEDERAL ASTM SUPPLEMENTAL

CONSENT .....	Superfund (CERCLA) Consent Decrees
ROD .....	Records Of Decision
Delisted NPL .....	National Priority List Deletions
FINDS .....	Facility Index System/Facility Identification Initiative Program Summary Report
HMIRS .....	Hazardous Materials Information Reporting System
MLTS .....	Material Licensing Tracking System
MINES .....	Mines Master Index File
NPL Liens .....	Federal Superfund Liens
PADS .....	PCB Activity Database System
UMTRA .....	Uranium Mill Tailings Sites
ODI .....	Open Dump Inventory
FUDS .....	Formerly Used Defense Sites
DOD .....	Department of Defense Sites
INDIAN RESERV .....	Indian Reservations
RAATS .....	RCRA Administrative Action Tracking System
TRIS .....	Toxic Chemical Release Inventory System
TSCA .....	Toxic Substances Control Act
SSTS .....	Section 7 Tracking Systems
FTTS INSP .....	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

### STATE OR LOCAL ASTM SUPPLEMENTAL

AST .....	Aboveground Petroleum Storage Tank Facilities
CLEANERS .....	Cleaner Facilities
CA WDS .....	Waste Discharge System
DEED .....	Deed Restriction Listing
NFE .....	Properties Needing Further Evaluation
SCH .....	School Property Evaluation Program
EML .....	Emissions Inventory Data
REF .....	Unconfirmed Properties Referred to Another Agency
NFA .....	No Further Action Determination
LOS ANGELES CO. HMS .....	HMS: Street Number List
LA Co. Site Mitigation .....	Site Mitigation List
AOCONCERN .....	San Gabriel Valley Areas of Concern

## EXECUTIVE SUMMARY

### BROWNFIELDS DATABASES

**US BROWNFIELDS**..... A Listing of Brownfields Sites  
**VCP**..... Voluntary Cleanup Program Properties

### EDR PROPRIETARY HISTORICAL DATABASES

See the EDR Proprietary Historical Database Section for details

### SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property. Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in *bold italics* are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

### FEDERAL ASTM STANDARD

**CERCLIS:** The Comprehensive Environmental Response, Compensation and Liability Information System contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

A review of the CERCLIS list, as provided by EDR, and dated 12/14/2004 has revealed that there is 1 CERCLIS site within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<b><i>ENTERPRISE SALES</i></b>	<b><i>901 E 3RD ST</i></b>	<b><i>1/8 - 1/4W</i></b>	<b><i>D11</i></b>	<b><i>15</i></b>

**RCRAInfo:** RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act ( RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System(RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that



## EXECUTIVE SUMMARY

move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-SQG list, as provided by EDR, and dated 11/23/2004 has revealed that there are 7 RCRA-SQG sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<b>FELDMAN CO PLT 2</b>	<b>830 TRACTION AVE</b>	<b>1/8 - 1/4 WSW</b>	<b>10</b>	<b>15</b>
<b>EVERY FIXTURE CO INC</b>	<b>905 EAST 2ND STREET</b>	<b>1/8 - 1/4 NW</b>	<b>13</b>	<b>17</b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<b>JOE S GARAGE</b>	<b>418 MOLINO ST</b>	<b>1/8 - 1/4 SSW</b>	<b>16</b>	<b>19</b>
<b>SUNRISE PLAZA TRANSPORTATION C</b>	<b>405 S HEWITT ST</b>	<b>1/8 - 1/4 SW</b>	<b>G18</b>	<b>19</b>
<b>J N G INC DBA PEARCES GARAGE</b>	<b>915 E FOURTH ST</b>	<b>1/8 - 1/4 WSW</b>	<b>F22</b>	<b>22</b>
<b>COCA COLA USA</b>	<b>963 E 4TH ST</b>	<b>1/8 - 1/4 SW</b>	<b>G23</b>	<b>22</b>
<b>MERCEDES SPECIALTY INC</b>	<b>962 E 4TH ST</b>	<b>1/8 - 1/4 SW</b>	<b>G24</b>	<b>26</b>

### STATE ASTM STANDARD

**AWP:** California DTSC's Annual Workplan, formerly known as BEP, identifies known hazardous substance sites targeted for cleanup. The source is the California Environmental Protection Agency.

A review of the AWP list, as provided by EDR, and dated 11/09/2004 has revealed that there is 1 AWP site within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<b>BUTTERFIELD (SUN CHEMICAL CORP</b>	<b>590 SOUTH SANTA FE AVEN</b>	<b>1/4 - 1/2 SSE</b>	<b>I33</b>	<b>38</b>

**CAL-SITES:** Formerly known as ASPIS, this database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control.

A review of the Cal-Sites list, as provided by EDR, has revealed that there are 2 Cal-Sites sites within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<b>BUTTERFIELD (SUN CHEMICAL CORP</b>	<b>590 SOUTH SANTA FE AVEN</b>	<b>1/4 - 1/2 SSE</b>	<b>I33</b>	<b>38</b>
<b>DEAN AND ASSOCIATES</b>	<b>700 SOUTH SANTA FE AVEN</b>	<b>1/2 - 1 S</b>	<b>37</b>	<b>46</b>

**CORTESE:** This database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The source is the California Environmental Protection Agency/Office of Emergency Information.

A review of the Cortese list, as provided by EDR, has revealed that there are 5 Cortese sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<b>CALIFORNIA HOTEL</b>	<b>150 MYERS</b>	<b>1/4 - 1/2 NE</b>	<b>26</b>	<b>28</b>

## EXECUTIVE SUMMARY

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<i>MANGROVE ESTATE, B.V.</i>	<i>617 001ST ST E</i>	<i>1/4 - 1/2 NW</i>	<i>27</i>	<i>29</i>
<i>FRIEDMAN BAG CO INC</i>	<i>801 E COMMERCIAL ST</i>	<i>1/4 - 1/2 N</i>	<i>36</i>	<i>42</i>
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<i>ARCO</i>	<i>500 ALAMEDA ST S</i>	<i>1/4 - 1/2 SW</i>	<i>28</i>	<i>31</i>
<i>BASF INMONT/SUN CHEMICAL</i>	<i>590 SANTA FE AVE S</i>	<i>1/4 - 1/2 SSE</i>	<i>131</i>	<i>35</i>

**LUST:** The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 01/10/2005 has revealed that there are 5 LUST sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<i>MANGROVE ESTATE, B.V.</i>	<i>617 001ST ST E</i>	<i>1/4 - 1/2 NW</i>	<i>27</i>	<i>29</i>
<i>FRIEDMAN BAG CO INC</i>	<i>801 E COMMERCIAL ST</i>	<i>1/4 - 1/2 N</i>	<i>36</i>	<i>42</i>
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<i>ARCO</i>	<i>500 ALAMEDA ST S</i>	<i>1/4 - 1/2 SW</i>	<i>28</i>	<i>31</i>
<i>BASF INMONT/SUN CHEMICAL</i>	<i>590 SANTA FE AVE S</i>	<i>1/4 - 1/2 SSE</i>	<i>131</i>	<i>35</i>
<i>ST. MAINT. SERVICE YARD</i>	<i>1451 6TH ST E</i>	<i>1/4 - 1/2 S</i>	<i>35</i>	<i>40</i>

**BEP:** Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

A review of the CA BOND EXP. PLAN list, as provided by EDR, has revealed that there is 1 CA BOND EXP. PLAN site within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<i>DEAN AND ASSOCIATES</i>	<i>700 SOUTH SANTA FE AVEN</i>	<i>1/2 - 1 S</i>	<i>37</i>	<i>46</i>

**UST:** The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 01/10/2005 has revealed that there are 2 UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<i>COMMERCIAL</i>	<i>550 MONTGOMERY ST</i>	<i>0 - 1/8 N</i>	<i>B6</i>	<i>11</i>
<i>AVERY FIXTURE CO INC</i>	<i>905 EAST 2ND STREET</i>	<i>1/8 - 1/4 NW</i>	<i>13</i>	<i>17</i>

## EXECUTIVE SUMMARY

**CA FID:** The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, has revealed that there are 9 CA FID UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<b>SO CALIF RAPID TRANSIT DISTRIC</b>	<b>300 S SANTA FE AVE</b>	<b>0 - 1/8 N</b>	<b>B5</b>	<b>10</b>
<b>ENTERPRISE SALES CO</b>	<b>290 GAREY ST</b>	<b>1/8 - 1/4 WNW</b>	<b>D9</b>	<b>15</b>
<b>CHUN'S EXXON SERVICE</b>	<b>121 N SANTA FE AVE</b>	<b>1/8 - 1/4 N</b>	<b>E14</b>	<b>17</b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<b>SO CALIF RAPID TRANSIT DISTRIC</b>	<b>330 S SANTA FE AVE</b>	<b>0 - 1/8 S</b>	<b>C8</b>	<b>14</b>
<b>REPAIR MERCEDES</b>	<b>962 E 4TH PL</b>	<b>1/8 - 1/4 WSW</b>	<b>F17</b>	<b>19</b>
<b>C W BUNDREN</b>	<b>405 S HEWITT ST</b>	<b>1/8 - 1/4 SW</b>	<b>G19</b>	<b>20</b>
<b>C W BUNDREN INCORPORATED</b>	<b>970 E 4TH ST</b>	<b>1/8 - 1/4 SW</b>	<b>G21</b>	<b>21</b>
<b>COCA COLA USA</b>	<b>963 E 4TH ST</b>	<b>1/8 - 1/4 SW</b>	<b>G23</b>	<b>22</b>
<b>Z S I DEVELOPMENT</b>	<b>500 MOLINO ST</b>	<b>1/8 - 1/4 SSW</b>	<b>25</b>	<b>28</b>

**HIST UST:** Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 6 HIST UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<b>SANTA FE TERMINAL SERVICES</b>	<b>300 S SANTA FE AVE</b>	<b>0 - 1/8 N</b>	<b>B4</b>	<b>9</b>
<b>ENTERPRISE SALES CO.</b>	<b>290 S GAREY ST</b>	<b>1/8 - 1/4 WNW</b>	<b>D12</b>	<b>16</b>
<b>CHUN'S EXXON SERVICE</b>	<b>121 N SANTA FE AVE</b>	<b>1/8 - 1/4 N</b>	<b>E15</b>	<b>18</b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<b>TRUCK SERVICING FACILITY</b>	<b>330 S SANTA FE AVE</b>	<b>0 - 1/8 S</b>	<b>C7</b>	<b>14</b>
<b>C.W. BUNDREN INC.</b>	<b>970 E 4TH ST</b>	<b>1/8 - 1/4 SW</b>	<b>G20</b>	<b>21</b>
<b>COCA COLA USA</b>	<b>963 E 4TH ST</b>	<b>1/8 - 1/4 SW</b>	<b>G23</b>	<b>22</b>

### STATE OR LOCAL ASTM SUPPLEMENTAL

**CA SLIC:** SLIC Region comes from the California Regional Water Quality Control Board.

A review of the CA SLIC list, as provided by EDR, has revealed that there are 5 CA SLIC sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<b>CENTER ST. TERMINAL</b>	<b>501 CENTER ST</b>	<b>1/4 - 1/2 N</b>	<b>H29</b>	<b>33</b>
<b>UNOCAL - CENTER STREET TERMINA</b>	<b>501 CENTER STREET</b>	<b>1/4 - 1/2 N</b>	<b>H30</b>	<b>35</b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<b>BASF INMONT/SUN CHEMICAL</b>	<b>590 SANTA FE AVE S</b>	<b>1/4 - 1/2 SSE</b>	<b>I31</b>	<b>35</b>
<b>NEW LINE CINEMA</b>	<b>590 SANTA FE AVE</b>	<b>1/4 - 1/2 SSE</b>	<b>I32</b>	<b>38</b>
<b>SUN CHEMICAL CORP</b>	<b>590 SANTA FE AVENUE</b>	<b>1/4 - 1/2 SSE</b>	<b>I34</b>	<b>39</b>

## EXECUTIVE SUMMARY

### EDR PROPRIETARY HISTORICAL DATABASES

See the EDR Proprietary Historical Database Section for details

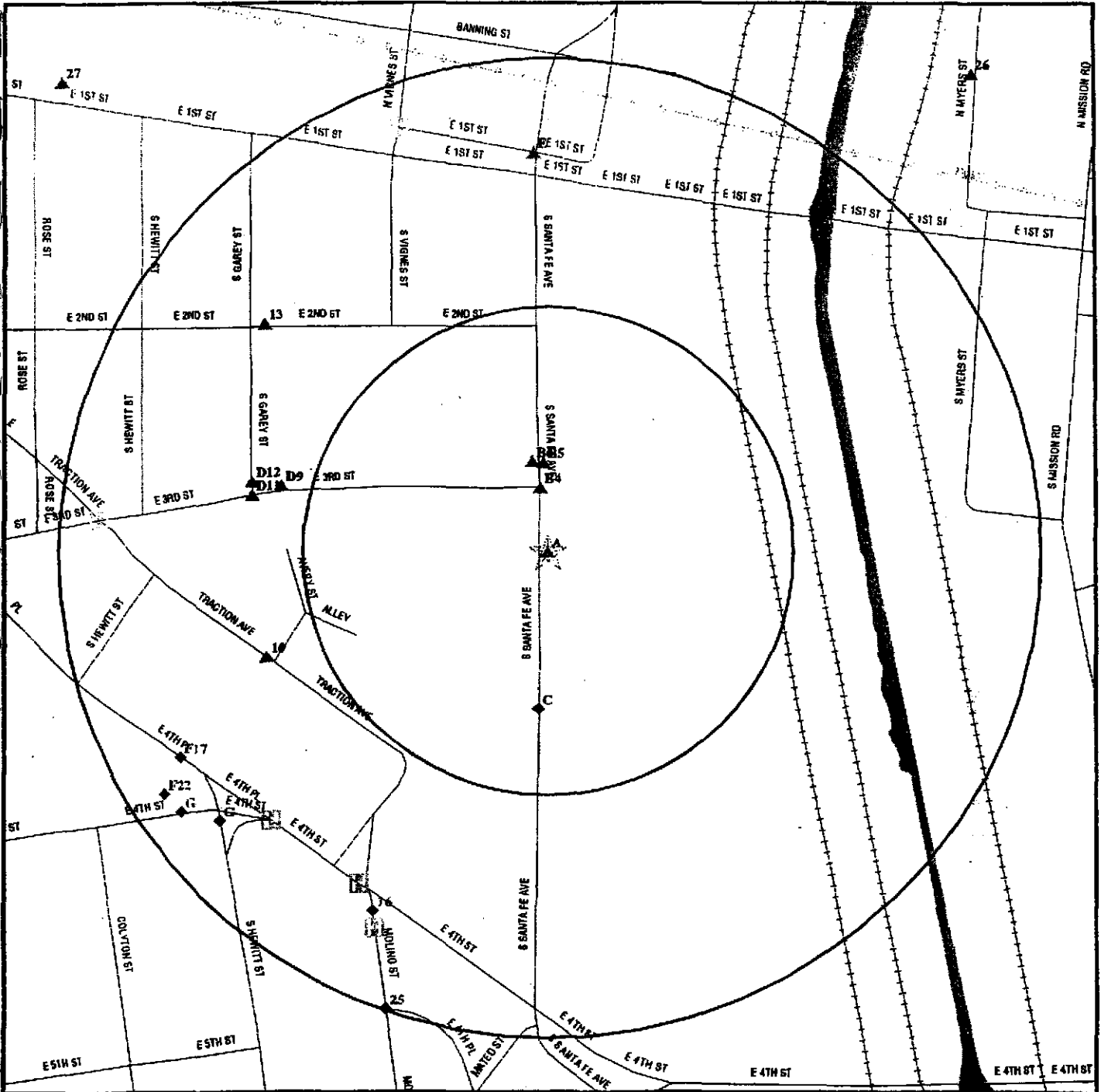
## EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

<u>Site Name</u>	<u>Database(s)</u>
MAIN ST AND FIRST ST	CHMIRS, CA SLIC
LA PUMPING PLANT #92	CERCLIS, RCRA-SQG, FINDS
THOUSAND OAKS COUNTY 1962	SWF/LF
SO CAL GAS/ALISO SITE-WIDE HISTORY	VCP
CALTRANS	RCRA-SQG, FINDS
LOT 5 TRAILER DOCK, HOBART	ERNS
LOT 5 TRAILER DOCK, HOBART	ERNS
PARKING LOT IN FRONT OF CHEMISTRY BUILDI	ERNS
PARKING LOT IN FRONT OF CHEMISTRY BUILDING UNIVERSITY PARK C	ERNS
PARKING LOT @ 9535 BRASHEAR	ERNS
CROWN COACH SITE	US BROWNFIELDS
ACTA NORTH - PARCEL NE-009-SFGS	CA SLIC
ACTA NORTH - PARCEL NE-009-SFGS	CA SLIC
ACTA NORTH - RAIL ROW	CA SLIC



# DETAIL MAP - 1385937.2s - Citadel Environmental Services



- ☆ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- ▲ Coal Gasification Sites
- 10: Historical Gas Stations / Historical Dry Cleaners  
See the EDR Proprietary Historical Map Findings
- ♣ Sensitive Receptors
- ☒ National Priority List Sites
- ☒ Landfill Sites
- ☒ Dept. Defense Sites

- ☐ Indian Reservations BIA
- ☐ Power transmission lines
- ☐ Oil & Gas pipelines
- ☐ 100-year flood zone
- ☐ 500-year flood zone
- ☐ Areas of Concern

**TARGET PROPERTY:** Parking Lot  
**ADDRESS:** 320 Santa Fe Avenue  
**CITY/STATE/ZIP:** Los Angeles CA 90012  
**LAT/LONG:** 34.0455 / 118.2325

**CUSTOMER:** Citadel Environmental Services  
**CONTACT:** Todd Johnson  
**INQUIRY #:** 1385937.2s  
**DATE:** March 24, 2005 2:21 pm

## MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<b><u>FEDERAL ASTM STANDARD</u></b>								
NPL		1.000	0	0	0	0	NR	0
Proposed NPL		1.000	0	0	0	0	NR	0
CERCLIS		0.500	0	1	0	NR	NR	1
CERC-NFRAP		0.250	0	0	NR	NR	NR	0
CORRACTS		1.000	0	0	0	0	NR	0
RCRA TSD		0.500	0	0	0	NR	NR	0
RCRA Lg. Quan. Gen.		0.250	0	0	NR	NR	NR	0
RCRA Sm. Quan. Gen.		0.250	0	7	NR	NR	NR	7
ERNS		TP	NR	NR	NR	NR	NR	0
<b><u>STATE ASTM STANDARD</u></b>								
AWP		1.000	0	0	1	0	NR	1
Cal-Sites		1.000	0	0	1	1	NR	2
CHMIRS	X	TP	NR	NR	NR	NR	NR	0
Cortese		0.500	0	0	5	NR	NR	5
Notify 65		1.000	0	0	0	0	NR	0
Toxic Pits		1.000	0	0	0	0	NR	0
State Landfill		0.500	0	0	0	NR	NR	0
WMUDS/SWAT		0.500	0	0	0	NR	NR	0
LUST		0.500	0	0	5	NR	NR	5
CA Bond Exp. Plan		1.000	0	0	0	1	NR	1
UST		0.250	1	1	NR	NR	NR	2
VCP		0.500	0	0	0	NR	NR	0
INDIAN UST		0.250	0	0	NR	NR	NR	0
INDIAN LUST		0.500	0	0	0	NR	NR	0
CA FID UST		0.250	2	7	NR	NR	NR	9
HIST UST		0.250	2	4	NR	NR	NR	6
<b><u>FEDERAL ASTM SUPPLEMENTAL</u></b>								
CONSENT		1.000	0	0	0	0	NR	0
ROD		1.000	0	0	0	0	NR	0
Delisted NPL		1.000	0	0	0	0	NR	0
FINDS		TP	NR	NR	NR	NR	NR	0
HMIRS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
MINES		0.250	0	0	NR	NR	NR	0
NPL Liens		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
UMTRA		0.500	0	0	0	NR	NR	0
ODI		0.500	0	0	0	NR	NR	0
FUDS		1.000	0	0	0	0	NR	0
DOD		1.000	0	0	0	0	NR	0
INDIAN RESERV		1.000	0	0	0	0	NR	0
RAATS		TP	NR	NR	NR	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0



## MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
TSCA		TP	NR	NR	NR	NR	NR	0
SSTS		TP	NR	NR	NR	NR	NR	0
FTTS		TP	NR	NR	NR	NR	NR	0
<b><u>STATE OR LOCAL ASTM SUPPLEMENTAL</u></b>								
AST		TP	NR	NR	NR	NR	NR	0
CLEANERS		0.250	0	0	NR	NR	NR	0
CA WDS		TP	NR	NR	NR	NR	NR	0
DEED		TP	NR	NR	NR	NR	NR	0
NFE		0.250	0	0	NR	NR	NR	0
SCH		0.250	0	0	NR	NR	NR	0
EMI		TP	NR	NR	NR	NR	NR	0
REF		0.250	0	0	NR	NR	NR	0
NFA		0.250	0	0	NR	NR	NR	0
SLIC		0.500	0	0	5	NR	NR	5
HAZNET	X	TP	NR	NR	NR	NR	NR	0
Los Angeles Co. HMS		TP	NR	NR	NR	NR	NR	0
LA Co. Site Mitigation		TP	NR	NR	NR	NR	NR	0
AOCONCERN		1.000	0	0	0	0	NR	0
<b><u>EDR PROPRIETARY HISTORICAL DATABASES</u></b>								
Gas Stations/Dry Cleaners		0.250	0	16	NR	NR	NR	16
Coal Gas		1.000	0	0	1	3	NR	4
<b><u>BROWNFIELDS DATABASES</u></b>								
US BROWNFIELDS		0.500	0	0	0	NR	NR	0
VCP		0.500	0	0	0	NR	NR	0

**NOTES:**

See the EDR Proprietary Historical Database Section for details

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

Site

Database(s)

EDR ID Number  
 EPA ID Number

**A1** L.A.C.M.T.A.  
**Target** 320 SOUTH SANTA FE  
**Property** LOS ANGELES, CA 90013

**HAZNET** S103652489  
 N/A

**Site 1 of 3 in cluster A**

**Actual:**  
 264 ft.

**HAZNET:**

Gepaid: CAD982003725  
 TSD EPA ID: CAD008252405  
 Gen County: Los Angeles  
 Tsd County: Los Angeles  
 Tons: .1250  
 Waste Category: Other organic solids  
 Disposal Method: Treatment, Incineration  
 Contact: L.A.C.M.T.A.  
 Telephone: (213) 972-5832  
 Mailing Address: 900 LYON ST  
 LOS ANGELES, CA 90012 - 2913  
 County Los Angeles

Gepaid: CAD982003725  
 TSD EPA ID: CAT080033681  
 Gen County: Los Angeles  
 Tsd County: Los Angeles  
 Tons: 6.3801  
 Waste Category: Unspecified aqueous solution  
 Disposal Method: Not reported  
 Contact: L.A.C.M.T.A.  
 Telephone: (213) 972-5832  
 Mailing Address: 900 LYON ST  
 LOS ANGELES, CA 90012 - 2913  
 County Los Angeles

Gepaid: CAD982003725  
 TSD EPA ID: CAT080033681  
 Gen County: Los Angeles  
 Tsd County: Los Angeles  
 Tons: .0750  
 Waste Category: Other organic solids  
 Disposal Method: Disposal, Other  
 Contact: L.A.C.M.T.A.  
 Telephone: (213) 972-5832  
 Mailing Address: 900 LYON ST  
 LOS ANGELES, CA 90012 - 2913  
 County Los Angeles

Gepaid: CAD982003725  
 TSD EPA ID: CAT080033681  
 Gen County: Los Angeles  
 Tsd County: Los Angeles  
 Tons: .0000  
 Waste Category: Other organic solids  
 Disposal Method: Not reported  
 Contact: L.A.C.M.T.A.  
 Telephone: (213) 972-5832  
 Mailing Address: 900 LYON ST  
 LOS ANGELES, CA 90012 - 2913  
 County Los Angeles

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number  
 EPA ID Number

**L.A.C.M.T.A. (Continued)**

**S103652489**

Gepaid: CAD982003725  
 TSD EPA ID: CAT080033681  
 Geo County: Los Angeles  
 Tsd County: Los Angeles  
 Tons: .2293  
 Waste Category: Oil/water separation sludge  
 Disposal Method: Recycler  
 Contact: L.A.C.M.T.A.  
 Telephone: (213) 972-5832  
 Mailing Address: 900 LYON ST  
 LOS ANGELES, CA 90012 - 2913  
 County: Los Angeles

Click this hyperlink while viewing on your computer to access  
 103 additional CA HAZNET record(s) in the EDR Site Report.

**A2  
 Target  
 Property**

**320 S. SANTA FE AVENUE  
 LOS ANGELES, CA**

**CHMIRS S105669825  
 N/A**

**Site 2 of 3 in cluster A**

**Actual:  
 264 ft.**

**CHMIRS:**  
 OES Control Number: 01-7383  
 Chemical Name: Unknown White Powder;;;  
 Extent of Release: Not reported  
 Property Use: Not reported  
 Incident Date: Not reported  
 Date Completed: Not reported  
 Time Completed : Not reported  
 Agency Id Number : Not reported  
 Agency Incident Number : Not reported  
 OES Incident Number : 01-7383  
 Time Notified : Not reported  
 Surrounding Area : Not reported  
 Estimated Temperature : Not reported  
 Property Management : Not reported  
 More Than Two Substances Involved? : Not reported  
 Special Studies 1 : Not reported  
 Special Studies 2 : Not reported  
 Special Studies 3 : Not reported  
 Special Studies 4 : Not reported  
 Special Studies 5 : Not reported  
 Special Studies 6 : Not reported  
 Responding Agency Personnel # Of Injuries : Not reported  
 Responding Agency Personnel # Of Fatalities : 0  
 Resp Agency Personnel # Of Decontaminated : Not reported  
 Others Number Of Decontaminated : Not reported  
 Others Number Of Injuries : Not reported  
 Others Number Of Fatalities : Not reported  
 Vehicle Make/year : Not reported  
 Vehicle License Number : Not reported  
 Vehicle State : Not reported  
 Vehicle Id Number : Not reported  
 CA/DOT/PUC/ICC Number : Not reported  
 Company Name : Not reported  
 Reporting Officer Name/ID : Not reported  
 Report Date : Not reported

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

MAP FINDINGS

Database(s)  
 EDR ID Number  
 EPA ID Number

(Continued)

S105669825

Comments :	Not reported
Facility Telephone Number :	Not reported
Waterway Involved :	No
Waterway :	Not reported
Spill Site :	Other
Cleanup By :	Fire Dept.
Containment :	Yes
What Happened :	Not reported
Type :	Not reported
Other :	Not reported
Chemical 1 :	Not Reported
Chemical 2 :	Not Reported
Chemical 3 :	Not Reported
Date/Time :	12/21/200102:05:11 PM
Evacuations :	0
True date :	12/31/03
Year :	2001
Agency :	Los Angeles City Fire Dept.
BBLS :	0
Cups :	0
CUFT :	0
Gallons :	0
Grams :	0
Pounds :	0
Liters :	0
Ounces :	0
Pints :	0
Quarts :	0
Sheen :	0
Tons :	0
Unknown :	0.000000
Description :	The substance was left in a Metrolink train car.
Incident date :	12/21/200112:00:00 AM
Admin Agency :	Los Angeles City Fire Department
OES date :	Not reported
OES time :	Not reported
Amount :	Not reported

**A3** BRED A TRANSPORTATION  
**Target** 320 S SANTA FE AVE  
**Property** LOS ANGELES, CA 90013

**HAZNET** S103953221  
 N/A

**Actual:**  
 264 ft.

Site 3 of 3 in cluster A

HAZNET:  
 Gepaid: CAC001314048  
 TSD EPA ID: CAD008302903  
 Gen County: Los Angeles  
 Tsd County: Los Angeles  
 Tons: .0291  
 Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)  
 Disposal Method: Recycler  
 Contact: BRED A TRANSPORTATION INC  
 Telephone: (212) 286-8000  
 Mailing Address: 320 S SANTA FE AVE  
 LOS ANGELES, CA 90013  
 County: Los Angeles

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

MAP FINDINGS

**BREDA TRANSPORTATION (Continued)**

EDR ID Number  
 EPA ID Number

S103953221

Gepaid: CAC001314048  
 TSD EPA ID: Not reported  
 Gen County: Los Angeles  
 Tsd County: Los Angeles  
 Tons: 0.07  
 Waste Category: Unspecified solvent mixture Waste  
 Disposal Method: Recycler  
 Contact: MARIA PISERNI - SECRETARY  
 Telephone: (213) 617-0982  
 Mailing Address: 320 S SANTA FE AVE  
 LOS ANGELES, CA 90013  
 County: Not reported

B4  
 North  
 < 1/8  
 176 ft.

**SANTA FE TERMINAL SERVICES**  
 300 S SANTA FE AVE  
 LOS ANGELES, CA 90013

HIST UST U001560564  
 N/A

Site 1 of 3 in cluster B

Relative:  
 Equal

Actual:  
 264 ft.

UST HIST:

Facility ID: 50836  
 Total Tanks: 4  
 Owner Address: 5200 EAST SHEILA STREET  
 LOS ANGELES, CA 90040  
 Tank Used for: WASTE  
 Tank Num: 1  
 Tank Capacity: 00006000  
 Type of Fuel: WASTE OIL  
 Leak Detection: Visual  
 Contact Name: C.B. FAHEY  
 Facility Type: Other

Owner Name: SANTA FE RAILWAY  
 Region: STATE

Container Num: LA-SFT-1  
 Year Installed: 1980  
 Tank Construction: Not Reported

Telephone: (213) 267-5454  
 Other Type: RAILROAD

Facility ID: 50836  
 Total Tanks: 4  
 Owner Address: 5200 EAST SHEILA STREET  
 LOS ANGELES, CA 90040

Owner Name: SANTA FE RAILWAY  
 Region: STATE

Tank Used for: WASTE  
 Tank Num: 2  
 Tank Capacity: 00000400  
 Type of Fuel: WASTE OIL  
 Leak Detection: Visual  
 Contact Name: C.B. FAHEY  
 Facility Type: Other

Container Num: LA-SFT-2  
 Year Installed: 1980  
 Tank Construction: Not Reported

Telephone: (213) 267-5454  
 Other Type: RAILROAD

Facility ID: 50836  
 Total Tanks: 4  
 Owner Address: 5200 EAST SHEILA STREET  
 LOS ANGELES, CA 90040

Owner Name: SANTA FE RAILWAY  
 Region: STATE

Tank Used for: PRODUCT  
 Tank Num: 3  
 Tank Capacity: 00010000  
 Type of Fuel: DIESEL  
 Leak Detection: Visual  
 Contact Name: C.B. FAHEY  
 Facility Type: Other

Container Num: LA-SFT-3  
 Year Installed: Not reported  
 Tank Construction: Not Reported

Telephone: (213) 267-5454  
 Other Type: RAILROAD

Facility ID: 50836  
 Total Tanks: 4

Owner Name: SANTA FE RAILWAY  
 Region: STATE

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

MAP FINDINGS

**SANTA FE TERMINAL SERVICES (Continued)**

EDR ID Number  
 EPA ID Number

U001560564

Owner Address: 5200 EAST SHEILA STREET  
 LOS ANGELES, CA 90040

Tank Used for: PRODUCT  
 Tank Num: 4  
 Tank Capacity: 00010000  
 Type of Fuel: DIESEL  
 Leak Detection: Visual  
 Contact Name: C.B. FAHEY  
 Facility Type: Other

Container Num: LA-SFT-4  
 Year Installed: Not reported  
 Tank Construction: Not Reported

Telephone: (213) 267-5454  
 Other Type: RAILROAD

B5  
 North  
 < 1/8  
 244 ft.

**SO CALIF RAPID TRANSIT DISTRIC**  
 300 S SANTA FE AVE  
 LOS ANGELES, CA 90014

CA FID UST S101586634  
 CA WDS N/A

**Site 2 of 3 in cluster B**

Relative:  
 Equal

FID:  
 Facility ID: 19054275  
 Reg By: Inactive Underground Storage Tank Location  
 Cortese Code: Not reported  
 Status: Inactive  
 Mail To: Not reported  
 600 S SPRING ST  
 LOS ANGELES, CA 90014

Contact: Not reported  
 DUNs No: Not reported  
 Creation: 10/22/93  
 EPA ID: Not reported  
 Comments: Not reported

Regulate ID: 00050836  
 SIC Code: Not reported  
 Facility Tel: (213) 972-3339

Contact Tel: Not reported  
 NPDES No: Not reported  
 Modified: 00/00/00

Actual:  
 264 ft.

**WDS:**

Facility ID: 4 19I000503  
 Facility Contact: EICH, JACK  
 SIC Code: 0  
 Agency Name: LA CO METRO TRANS AUTH  
 Agency Address: 1 Gateway Plz  
 Los Angeles 90012 - 2952

Agency Contact: URBAN, BEN  
 Design Flow: 0 Million Gal/Day  
 Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.

Agency Telephone: (213) 922-3335  
 SIC Code 2: Not reported

Agency Phone: (213) 922-4714  
 Baseline Flow: 0 Million Gal/Day

Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.

Agency Type: ?  
 Waste Type: Not reported  
 Threat to Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.

Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or those who must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

Reclamation: Not reported  
 POTW: Not reported

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number  
 EPA ID Number

**SO CALIF RAPID TRANSIT DISTRIC (Continued)**

S101586634

NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board  
 Subregion: 4

B6  
 North  
 < 1/8  
 249 ft.

**COMMERCIAL**  
**550 MONTGOMERY ST**  
**LOS ANGELES, CA 90012**

UST U003781698  
 N/A

**Site 3 of 3 in cluster B**

Relative:  
 Equal

Actual:  
 264 ft.

State UST:  
 Facility ID: 25474  
 Total Tanks: 1  
 Region: STATE  
 Local Agency: Los Angeles, Los Angeles County

**UST San Francisco County:**

Facility ID:	25474	Case Number:	Not reported
Tank ID:	Not reported	Owner Name:	Not reported
Receive Date:	Not reported	Close Date:	1
Certified Date:	12/22/2000		
Mailing Address:	Not reported		
Care Of Address :	Not reported	Number Of Tanks :	1
Local Tank Id :	Not reported	Tank Manufacturer :	Not reported
Compartmentalized Tank :	Not reported		
Date Tank Installed :	Not reported		
Tank Capacity :	Not reported		
# Of Tank Compartments :	Not reported	Tank Use :	Not reported
Additional Desc :	Not reported	Common Name :	Not reported
Petroleum Type :	Not reported		
Type Of Tank :	Not reported		
Tank Material - Primary Tank :	Not reported		
Tank Material - Secondary Tank :	Not reported		
Tank Interior Lining/coating :	Not reported		
Tank Int Lining Install Dt:	Not reported		
Other Tank Corrosive Protection :	Not reported		
Date Tank Corrosive Protection Install :	Not reported		
Type Of Spill Protection :			
Spill Containment :	Not reported		
Drop Tube :	Not reported		
Striker Plate :	Not reported		
Year Overfill Protection Equipment Installed :			
Alarm :	Not reported		
Ball Float :	Not reported		
Fill Tube Shut :	Not reported		
Exempt :	Not reported		
Tank Leak Detection (Single Wall) :			
Visual (Exposed Portion) :	Not reported		
Automatic Tank Gauging :	Not reported		
Continuous Alg :	Not reported		
Statscl Invntry Reconciliation & Biennial Tank Test :	Not reported		
Manual Tank Gauging :	Not reported		
Vadose Zone Tank Leak Detection :	Not reported		
Groundwater :	Not reported		
Tank Testing :	Not reported		
Other Detection :	Not reported		
Tank Leak Detection (Double Wall) :			
Visual (Single Wall In Vault Only) :	Not reported		
Continuous Interstitial Monitoring :	Not reported		

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

MAP FINDINGS

**COMMERCIAL (Continued)**

Database(s)      EDR ID Number  
 EPA ID Number

U003781698

Manual Monitoring :	Not reported
Other Leak Detection :	Not reported
Estimated Date Last Used :	Not reported
Estimated Qty Of Substance Remaining :	Not reported
Tank Filled With Inert Material :	Not reported
Piping System Type ( Underground ) :	
Pressure :	Not reported
Suction :	Not reported
Gravity :	Not reported
Piping System Type ( Aboveground ) :	
Pressure :	Not reported
Suction :	Not reported
Gravity :	Not reported
Piping Construction (Underground) :	
Single Wall :	Not reported
Double Wall :	Not reported
Lined Trench :	Not reported
Unknown :	Not reported
Other :	Not reported
Piping Manufacturer (Underground) :	Not reported
Piping Construction (Aboveground) :	
Single Wall :	Not reported
Double Wall :	Not reported
Unknown :	Not reported
Other :	Not reported
Piping Manufacturer (Aboveground) :	Not reported
Piping Mat. And Corrosion Protection (Underground) :	
Bare Steel :	Not reported
Stainless Steel :	Not reported
Plastic Compatible With Contents :	Not reported
Fiberglass :	Not reported
Steel W/coating :	Not reported
FRP Compatible W/100% Methanol :	Not reported
Galvanized Steel :	Not reported
Flexible (HDPE - High Density Polyethylene) :	Not reported
Cathodic Protection :	Not reported
Unknown :	Not reported
Other :	Not reported
Piping Mat. & Corrosion Protec (Aboveground) :	
Bare Steel :	Not reported
Stainless Steel :	Not reported
Plastic Compatible With Contents :	Not reported
Fiberglass :	Not reported
Steel W/coating :	Not reported
Frp Compatible W/100% Methanol :	Not reported
Galvanized Steel :	Not reported
Flexible (HDPE - High Density Polyethylene) :	Not reported
Cathodic Protec : :	Not reported
Unknown :	Not reported
Other :	Not reported
Piping Leak Detection (Underground - Single Wall) :	
Electronic Line Leak Detector/ Auto Shutoff/ Alarms :	Not reported
Monthly 0.2 Gph Test :	Not reported
Annual Integrity Test :	Not reported
Daily Visual Monitng ,Trienn Integrity Test :	Not reported
Self Monitoring :	Not reported
Biennial Integrity Test :	Not reported



Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number  
 EPA ID Number

**COMMERCIAL (Continued)**

**U003781698**

Piping Leak Detection (Secondarily Contained) :  
 Sump Sensor, Alarms ,Auto Shutoff For Leaks : Not reported  
 Sump Snsr, Alm ,Auto Shutoff For Leaks, Failure, & Disconnect : Not reported  
 Sump Sensor ,Alarms ,No Auto Shutoff : Not reported  
 Pressure, Auto Leak Detctr ,Flow Shutoff Or Restrctn :Not reported  
 Annual Integrity Test : Not reported  
 Suction,Gravity ,Sump Sensor,Alarms : Not reported

Piping Leak Detection (Emergency Generators) :  
 Sump Sensor W/O Auto Shutoff /Alarms : Not reported  
 Auto Leak Detector W/O Flow Shutoff Or Restrctn : Not reported  
 Annual Integrity Test : Not reported

Piping Leak Detecn Abovegrnd - Emrgncy Gen - Daily Visual Chk :Not reported  
 Pipe Integrity Test, Underground : Not reported

Piping Leak Detection (Aboveground - Single Wall) :  
 Electronic Line Leak Detector /Auto Shutoff /Alarms : Not reported  
 Monthly 0.2 Gph Test : Not reported  
 Annual Integrity Test : Not reported  
 Single Wall, Pressure Daily Visual Check : Not reported  
 Single Wall, Suction - Daily Visual Monitoring : Not reported  
 Triennial Integrity Test : Not reported  
 Self Monitoring : Not reported  
 Single Wall, Gravity - Daily Visual Monitoring : Not reported  
 Biennial Integrity Test : Not reported

Piping Leak Detection (Aboveground - Secondarily Contained)  
 Sump Sensor, Alarms, Auto Shutoff For Leaks : Not reported

Piping Leak Detection (Underground - Secondarily Contained)  
 Sump Snsr, Alm , Auto Shutoff For Leaks, Failre & Disconct : Not reported  
 Sump Sensor, Alarms, No Auto Shutoff : Not reported  
 Pressure - Auto Leak Detctr, Flow Shutoff /Restrctn : Not reported  
 Annual Integrity Test : Not reported  
 Suction/gravity - Sump Sensor , Alarms : Not reported

Piping Leak Detection Underground (Emergency Generators)  
 Sump Sensor Without Auto Shutoff , Alarms : Not reported  
 Auto Leak Detector W/o Flow Shutoff Or Restrctn : Not reported  
 Annual Integrity Test : Not reported  
 Daily Visual Check : Not reported

Pipe Integrity Test, Aboveground : Not reported  
 Date Dispenser Containment Installed : Not reported  
 Dispenser Containment Type : Not reported  
 Date Certified (Tank Unit) : Not reported  
 Owner/ Operator Name (Tank Unit) : Not reported  
 Owner/ Operator Title (Tank Unit) : Not reported  
 Permit Number : Not reported  
 Permit Approved By : Not reported  
 Permit Expiration Date : Not reported  
 Last Annual Monitoring Cert: Not reported  
 Secondary Containment Test : Not reported  
 Spill Containment Present : Not reported  
 Drop Tube Present : Not reported  
 Striker Plate Present : Not reported  
 Alarm Present : Not reported  
 Ball Float Present : Not reported  
 Fill Tube Present : Not reported  
 Other Tank Leak Detection Present : Not reported  
 UST Close ID : 4059  
 Application Date : 1  
 Application Name : Cathy Keller

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

MAP FINDINGS

Database(s)  
 EDR ID Number  
 EPA ID Number

**COMMERCIAL (Continued)**

U003781698

Applications : Golden Gate Tank  
 2ndry Care Of Address : Not reported  
 Flag : CLOSED

C7  
 South  
 < 1/8  
 426 ft.

**TRUCK SERVICING FACILITY**  
**330 S SANTA FE AVE**  
**LOS ANGELES, CA 90040**

HIST UST U001561664  
 N/A

Site 1 of 2 in cluster C

Relative:  
 Lower

Actual:  
 263 ft.

UST HIST:

Facility ID: 47332  
 Total Tanks: 2  
 Owner Address: 5200 EAST SHEILA STREET  
 LOS ANGELES, CA 90040  
 Tank Used for: PRODUCT  
 Tank Num: 1  
 Tank Capacity: 00012000  
 Type of Fuel: REGULAR  
 Leak Detection: Visual, Stock Inventor  
 Contact Name: C.B. FAHEY  
 Facility Type: Other

Owner Name: SANTA FE RAIL ROAD  
 Region: STATE

Container Num: NC-LA-1  
 Year Installed: 1964  
 Tank Construction: Not Reported

Telephone: (213) 267-5454  
 Other Type: RAILROAD

Facility ID: 47332  
 Total Tanks: 2  
 Owner Address: 5200 EAST SHEILA STREET  
 LOS ANGELES, CA 90040  
 Tank Used for: WASTE  
 Tank Num: 2  
 Tank Capacity: 00001800  
 Type of Fuel: Not reported  
 Leak Detection: Visual  
 Contact Name: C.B. FAHEY  
 Facility Type: Other

Owner Name: SANTA FE RAIL ROAD  
 Region: STATE

Container Num: NC-LA-2  
 Year Installed: 1964  
 Tank Construction: 8 inches

Telephone: (213) 267-5454  
 Other Type: RAILROAD

C8  
 South  
 < 1/8  
 426 ft.

**SO CALIF RAPID TRANSIT DISTRIC**  
**330 S SANTA FE AVE**  
**LOS ANGELES, CA 90013**

CA FID UST S101588189  
 N/A

Site 2 of 2 in cluster C

Relative:  
 Lower

Actual:  
 263 ft.

FID:

Facility ID: 19056429  
 Reg By: Active Underground Storage Tank Location  
 Cortese Code: Not reported  
 Status: Active  
 Mail To: Not reported  
 330 S SANTA FE AVE  
 LOS ANGELES, CA 90013

Regulate ID: Not reported  
 SIC Code: Not reported  
 Facility Tel: (213) 000-0000

Contact: Not reported  
 DUNs No: Not reported  
 Creation: 10/22/93  
 EPA ID: Not reported  
 Comments: Not reported

Contact Tel: Not reported  
 NPDES No: Not reported  
 Modified: 00/00/00

MAP FINDINGS

Map ID  
Direction  
Distance  
Distance (ft.)  
Elevation

Site

Database(s)

EDR ID Number  
EPA ID Number

**D9**  
**WNW**  
**1/8-1/4**  
**740 ft.**

**ENTERPRISE SALES CO**  
**290 GAREY ST**  
**LOS ANGELES, CA 90013**

**CA FID UST**    **S101617154**  
**N/A**

Site 1 of 3 in cluster D

Relative:  
Higher

FID:

Facility ID:	19055511	Regulate ID:	00047242
Reg By:	Active Underground Storage Tank Location	SIC Code:	Not reported
Cortese Code:	Not reported	Facility Tel:	(213) 629-1254
Status:	Active	Contact Tel:	Not reported
Mail To:	Not reported	NPDES No:	Not reported
	290 GAREY ST	Modified:	00/00/00
	LOS ANGELES, CA 90013		
Contact:	Not reported		
DUNs No:	Not reported		
Creation:	10/22/93		
EPA ID:	Not reported		
Comments:	Not reported		

Actual:  
265 ft.

**10**  
**WSW**  
**1/8-1/4**  
**807 ft.**

**FELDMAN CO PLT 2**  
**830 TRACTION AVE**  
**LOS ANGELES, CA 90013**

**RCRA-SQG**    **1000190430**  
**FINDS**    **CAD008382517**

Relative:  
Equal

RCRAInfo:

Owner: THE FELDMAN COMPANY  
(415) 555-1212  
EPA ID: CAD008382517  
Contact: Not reported  
Classification: Small Quantity Generator  
TSDF Activities: Not reported  
Violation Status: No violations found

Actual:  
264 ft.

FINDS:

Other Pertinent Environmental Activity Identified at Site:  
Resource Conservation and Recovery Act Information system

**D11**  
**West**  
**1/8-1/4**  
**812 ft.**

**ENTERPRISE SALES**  
**901 E 3RD ST**  
**LOS ANGELES, CA 90013**

**CERCLIS**    **1006371512**  
**FINDS**    **CAN000905934**  
**FTTS INSP**

Site 2 of 3 in cluster D

Relative:  
Higher

CERCLIS Classification Data:

Site incident category:	Not reported	Federal Facility:	Not a Federal Facility
Non NPL Status:	Removal Only Site (No Site Assessment Work Needed)	NPL Status:	Not on the NPL
Ownership Status:	Not reported	Contact Tel:	(415) 972-3063
Contact:	Harry Allen	Contact Tel:	(415) 972-3094
Contact Title:	Not reported		
Contact:	Jere Johnson		
Contact Title:	Not reported		
Site Description:	Two-story building. Manufacturer of janitorial supplies.		

Actual:  
265 ft.

CERCLIS Assessment History:

Assessment:	UNILATERAL ADMIN ORDER	Completed:	09/05/2003
Assessment:	PRP REMOVAL	Completed:	09/18/2003

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

MAP FINDINGS

**ENTERPRISE SALES (Continued)**

Database(s) EDR ID Number  
 EPA ID Number

1006371512

CERCLIS Site Status:  
 Cleaned up

FTTS Insp:  
 Region: 9  
 Inspected Date: 04/20/1993  
 Insp Number: 199304202718 1  
 Violation occurred: No  
 Inspector: OLEAL  
 Investigation Type: General Product Review  
 Facility Function: User  
 Investig Reason: Not reported  
 Legislation Code: FIFRA

**FINDS:**

Other Pertinent Environmental Activity Identified at Site:  
 Comprehensive Environmental Response, Compensation and Liability Information System  
 Integrated Compliance Information  
 National Compliance Data Base  
 National Emissions Inventory

D12  
 WNW  
 1/8-1/4  
 819 ft.

**ENTERPRISE SALES CO.**  
**290 S GAREY ST**  
**LOS ANGELES, CA 90013**

HIST UST U001560557  
 N/A

**Site 3 of 3 in cluster D**

Relative:  
 Higher

Actual:  
 265 ft.

**UST HIST:**

Facility ID: 47242  
 Total Tanks: 4  
 Owner Address: 290 GAREY ST.  
 LOS ANGELES, CA 90013

Owner Name: ARTHUR FLEISHMAN  
 Region: STATE

Tank Used for: PRODUCT  
 Tank Num: 1  
 Tank Capacity: 00003000  
 Type of Fuel: Not reported  
 Leak Detection: Visual  
 Contact Name: FRED NILCHIAN  
 Facility Type: Other

Container Num: 1  
 Year Installed: Not reported  
 Tank Construction: Not Reported

Telephone: (213) 629-1254  
 Other Type: SANITARY CHEMICAL

Facility ID: 47242  
 Total Tanks: 4  
 Owner Address: 290 GAREY ST.  
 LOS ANGELES, CA 90013

Owner Name: ARTHUR FLEISHMAN  
 Region: STATE

Tank Used for: PRODUCT  
 Tank Num: 2  
 Tank Capacity: 00003000  
 Type of Fuel: Not reported  
 Leak Detection: Visual  
 Contact Name: FRED NILCHIAN  
 Facility Type: Other

Container Num: 2  
 Year Installed: Not reported  
 Tank Construction: Not Reported

Telephone: (213) 629-1254  
 Other Type: SANITARY CHEMICAL

Facility ID: 47242  
 Total Tanks: 4  
 Owner Address: 290 GAREY ST.  
 LOS ANGELES, CA 90013

Owner Name: ARTHUR FLEISHMAN  
 Region: STATE

Tank Used for: PRODUCT  
 Tank Num: 3  
 Tank Capacity: 00003000  
 Type of Fuel: Not reported

Container Num: 3  
 Year Installed: Not reported  
 Tank Construction: Not Reported

Map ID  
Direction  
Distance  
Distance (ft.)  
Elevation

MAP FINDINGS

Database(s)  
EPA ID Number  
EDR ID Number

ENTERPRISE SALES CO. (Continued)

U001560557

Leak Detection: Visual  
Contact Name: FRED NILCHIAN  
Facility Type: Other  
Telephone: (213) 629-1254  
Other Type: SANITARY CHEMICAL  
Facility ID: 47242  
Total Tanks: 4  
Owner Address: 290 GAREY ST.  
LOS ANGELES, CA 90013  
Owner Name: ARTHUR FLEISHMAN  
Region: STATE  
Tank Used for: PRODUCT  
Tank Num: 4  
Tank Capacity: 00003000  
Type of Fuel: 06  
Container Num: 4  
Year Installed: Not reported  
Leak Detection: Visual  
Contact Name: FRED NILCHIAN  
Facility Type: Other  
Telephone: (213) 629-1254  
Other Type: SANITARY CHEMICAL  
Tank Construction: Not Reported

13  
NW  
1/8-1/4  
981 ft.

AVERY FIXTURE CO INC  
905 EAST 2ND STREET  
LOS ANGELES, CA 90012

RCRA-SQG 1000372261  
FINDS CAD981463284  
UST

Relative:  
Higher  
Actual:  
267 ft.

RCRAInfo:  
Owner: AVERY FIXTURE CO INC  
(415) 555-1212  
EPA ID: CAD981463284  
Contact: Not reported  
Classification: Small Quantity Generator  
TSD Activities: Not reported  
Violation Status: No violations found

FINDS:

Other Pertinent Environmental Activity Identified at Site:  
Resource Conservation and Recovery Act Information system

State UST:

Facility ID: 24112  
Total Tanks: 1  
Region: STATE  
Local Agency: Los Angeles, Los Angeles County

E14  
North  
1/8-1/4  
1072 ft.

CHUN'S EXXON SERVICE  
121 N SANTA FE AVE  
LOS ANGELES, CA 90012

CA FID UST S101617136  
N/A

Relative:  
Higher  
Actual:  
267 ft.

Site 1 of 2 in cluster E

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

MAP FINDINGS

**CHUN'S EXXON SERVICE (Continued)**

EDR ID Number  
 EPA ID Number

Database(s)

S101617136

**FID:**

Facility ID:	19006366	Regulate ID:	00029561
Reg By:	Inactive Underground Storage Tank Location	SIC Code:	Not reported
Cortese Code:	Not reported	Facility Tel:	(213) 628-6574
Status:	Inactive		
Mail To:	Not reported		
	121 N SANTA FE AVE		
	LOS ANGELES, CA 90012		
Contact:	Not reported	Contact Tel:	Not reported
DUNs No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

**E15**  
 North  
 1/8-1/4  
 1072 ft.

**CHUN'S EXXON SERVICE**  
 121 N SANTA FE AVE  
 LOS ANGELES, CA 90012

**HIST UST** U001560502  
 N/A

**Site 2 of 2 in cluster E**

**Relative:**  
 Higher

**Actual:**  
 267 ft.

**UST HIST:**

Facility ID: 29561  
 Total Tanks: 3  
 Owner Address: 121 N. SANTA FE AVE  
 LOS ANGELES, CA 90012  
 Tank Used for: PRODUCT  
 Tank Num: 1  
 Tank Capacity: 00009900  
 Type of Fuel: REGULAR  
 Leak Detection: Stock Inventor  
 Contact Name: TED CHUN  
 Facility Type: Gas Station

Owner Name: CHUN'S EXXON SERVICE  
 Region: STATE  
 Container Num: #1  
 Year Installed: 1976  
 Tank Construction: Not Reported  
 Telephone: (213) 628-6574  
 Other Type: Not reported

Facility ID: 29561  
 Total Tanks: 3  
 Owner Address: 121 N. SANTA FE AVE  
 LOS ANGELES, CA 90012  
 Tank Used for: PRODUCT  
 Tank Num: 2  
 Tank Capacity: 00006000  
 Type of Fuel: UNLEADED  
 Leak Detection: Stock Inventor  
 Contact Name: TED CHUN  
 Facility Type: Gas Station

Owner Name: CHUN'S EXXON SERVICE  
 Region: STATE  
 Container Num: #2  
 Year Installed: 1975  
 Tank Construction: Not Reported  
 Telephone: (213) 628-6574  
 Other Type: Not reported

Facility ID: 29561  
 Total Tanks: 3  
 Owner Address: 121 N. SANTA FE AVE  
 LOS ANGELES, CA 90012  
 Tank Used for: PRODUCT  
 Tank Num: 3  
 Tank Capacity: 00008000  
 Type of Fuel: PREMIUM  
 Leak Detection: Stock Inventor  
 Contact Name: TED CHUN  
 Facility Type: Gas Station

Owner Name: CHUN'S EXXON SERVICE  
 Region: STATE  
 Container Num: #3  
 Year Installed: 1976  
 Tank Construction: Not Reported  
 Telephone: (213) 628-6574  
 Other Type: Not reported

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

Site

Database(s)

EDR ID Number  
 EPA ID Number

**16**  
**SSW**  
 1/8-1/4  
 1080 ft.

**JOE S GARAGE**  
**418 MOLINO ST**  
**LOS ANGELES, CA 90013**

**RCRA-SQG** **1000137928**  
**FINDS** **CAD981393424**

Relative:  
 Lower

RCRAInfo:  
 Owner: **JOE AKITA**  
 (415) 555-1212  
 EPA ID: **CAD981393424**  
 Contact: **ENVIRONMENTAL MANAGER**  
 (213) 625-8609

Actual:  
 260 ft.

Classification: **Small Quantity Generator**  
 TSDF Activities: **Not reported**

Violation Status: **No violations found**

**FINDS:**

**Other Pertinent Environmental Activity Identified at Site:**  
**Resource Conservation and Recovery Act Information system**

**F17**  
**WSW**  
 1/8-1/4  
 1133 ft.

**REPAIR MERCEDES**  
**962 E 4TH PL**  
**LOS ANGELES, CA 90013**

**CA FID UST** **S101585309**  
**N/A**

**Site 1 of 2 in cluster F**

Relative:  
 Lower

FID:  
 Facility ID: **19022557** Regulate ID: **Not reported**  
 Reg By: **Inactive Underground Storage Tank Location**  
 Cortese Code: **Not reported** SIC Code: **Not reported**  
 Status: **Inactive** Facility Tel: **(213) 680-9038**  
 Mail To: **Not reported**  
**962 E 4TH PL**  
**LOS ANGELES, CA 90013**  
 Contact: **Not reported** Contact Tel: **Not reported**  
 DUNs No: **Not reported** NPDES No: **Not reported**  
 Creation: **10/22/93** Modified: **00/00/00**  
 EPA ID: **Not reported**  
 Comments: **Not reported**

Actual:  
 263 ft.

**G18**  
**SW**  
 1/8-1/4  
 1141 ft.

**SUNRISE PLAZA TRANSPORTATION CO**  
**405 S HEWITT ST**  
**LOS ANGELES, CA 90013**

**RCRA-SQG** **1000805127**  
**FINDS** **CA0000341487**  
**HAZNET**

**Site 1 of 6 in cluster G**

Relative:  
 Lower

RCRAInfo:  
 Owner: **SUNRISE PLAZA TRANSPORTATION CO**  
 (213) 687-0284  
 EPA ID: **CA0000341487**  
 Contact: **BENJAMIN SANDOVAL**  
 (213) 687-0284

Actual:  
 262 ft.

Classification: **Small Quantity Generator**  
 TSDF Activities: **Not reported**

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number  
 EPA ID Number

**SUNRISE PLAZA TRANSPORTATION CO (Continued)**

1000905127

Violation Status: No violations found

**FINDS:**

Other Pertinent Environmental Activity Identified at Site:  
 Resource Conservation and Recovery Act Information system

**HAZNET:**

Gepaid: CA0000341487  
 TSD EPA ID: CAT000613893  
 Gen County: Los Angeles  
 Tsd County: Los Angeles  
 Tons: .3044  
 Waste Category: Aqueous solution with less than 10% total organic residues  
 Disposal Method: Transfer Station  
 Contact: JTB AMERICAS  
 Telephone: (212) 887-9300  
 Mailing Address: 405 S HEWITT ST  
 LOS ANGELES, CA 90013 - 2215  
 County: Los Angeles

**G19 C W BUNDREN**  
**SW 405 S HEWITT ST**  
**1/8-1/4 LOS ANGELES, CA 90013**  
**1141 ft.**

**CA FID UST S101586302**  
**CA WDS N/A**

**Site 2 of 6 in cluster G**

**Relative:**  
**Lower**

**FID:**

**Actual:**  
**262 ft.**

Facility ID:	19044224	Regulate ID:	Not reported
Reg By:	Inactive Underground Storage Tank Location	SIC Code:	Not reported
Cortese Code:	Not reported	Facility Tel:	(213) 000-0000
Status:	Inactive		
Mail To:	Not reported		
	405 S HEWITT ST		
	LOS ANGELES, CA 90013		
Contact:	Not reported	Contact Tel:	Not reported
DUNs No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

**WDS:**

Facility ID: 4 191012796  
 Facility Contact: Not reported  
 SIC Code: 0  
 Agency Name: SUNRISE PLAZA TRANSP. CO.  
 Agency Address: 0  
 Agency Contact: Not reported  
 Design Flow: 0 Million Gal/Day  
 Facility Type: Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)  
 Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.  
 Agency Type: Not reported  
 Waste Type: Not reported  
 Threat to Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.



Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

MAP FINDINGS

Database(s) EDR ID Number  
 EPA ID Number

**C W BUNDREN (Continued)**

S101586302

Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or those who must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.  
 Reclamation: Not reported  
 POTW: Not reported  
 NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board  
 Subregion: 4

G20  
 SW  
 1/8-1/4  
 1209 ft.

**C.W. BUNDREN INC.**  
 970 E 4TH ST  
 LOS ANGELES, CA 90013

HIST UST U001560552  
 N/A

Site 3 of 6 in cluster G

Relative:  
 Lower

Actual:  
 262 ft.

UST HIST:

Facility ID: 64343  
 Total Tanks: 1  
 Owner Address: 405 S. HEWITT ST.  
 LOS ANGELES, CA 90013  
 Tank Used for: PRODUCT  
 Tank Num: 1  
 Tank Capacity: 00007500  
 Type of Fuel: REGULAR  
 Leak Detection: Visual  
 Contact Name: MELVIN J. FREEMAN  
 Facility Type: Gas Station

Owner Name: C.W. BUNDREN INC.  
 Region: STATE  
 Container Num: 1  
 Year Installed: Not reported  
 Tank Construction: Not Reported  
 Telephone: (213) 624-7517  
 Other Type: Not reported

G21  
 SW  
 1/8-1/4  
 1209 ft.

**C W BUNDREN INCORPORATED**  
 970 E 4TH ST  
 LOS ANGELES, CA 90013

CA FID UST S101584465  
 N/A

Site 4 of 6 in cluster G

Relative:  
 Lower

Actual:  
 262 ft.

FID:

Facility ID: 19011683  
 Reg By: Active Underground Storage Tank Location  
 Contese Code: Not reported  
 Status: Active  
 Mail To: Not reported  
 970 E 4TH ST  
 LOS ANGELES, CA 90013  
 Contact: Not reported  
 DUNs No: Not reported  
 Creation: 10/22/93  
 EPA ID: Not reported  
 Comments: Not reported

Regulate ID: Not reported  
 SIC Code: Not reported  
 Facility Tel: (213) 624-7517  
 Contact Tel: Not reported  
 NPDES No: Not reported  
 Modified: 00/00/00

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

Site

Database(s)

EDR ID Number  
 EPA ID Number

**F22**  
**WSW**  
**1/8-1/4**  
**1219 ft.**

**J N G INC DBA PEARCES GARAGE**  
**915 E FOURTH ST**  
**LOS ANGELES, CA 90013**

**RCRA-SQG**  
**FINDS**  
**HAZNET**

**1000904935**  
**CA0000198895**

Relative:  
 Lower

Site 2 of 2 in cluster F

Actual:  
 262 ft.

RCRAInfo:  
 Owner: JOSE GARCIA  
 (909) 595-4713  
 EPA ID: CA0000198895  
 Contact: JOSE GARCIA  
 (213) 625-1632  
 Classification: Small Quantity Generator  
 TSDF Activities: Not reported  
 Violation Status: No violations found

**FINDS:**

Other Pertinent Environmental Activity Identified at Site:  
 Resource Conservation and Recovery Act Information system

**HAZNET:**

Gepaid: CA0000198895  
 TSD EPA ID: CAT000613893  
 Gen County: Los Angeles  
 Tsd County: Los Angeles  
 Tons: .1209  
 Waste Category: Aqueous solution with less than 10% total organic residues  
 Disposal Method: Transfer Station  
 Contact: RICHARD PEARCE  
 Telephone: (213) 625-1632  
 Mailing Address: 915 E 4TH ST  
 LOS ANGELES, CA 90013 - 1803  
 County: Los Angeles  
 Gepaid: CA0000198895  
 TSD EPA ID: CAT000613935  
 Gen County: Los Angeles  
 Tsd County: Los Angeles  
 Tons: 0.5043  
 Waste Category: Aqueous solution with less than 10% total organic residues  
 Disposal Method: Transfer Station  
 Contact: RICHARD PEARCE  
 Telephone: (213) 625-1632  
 Mailing Address: 915 E 4TH ST  
 LOS ANGELES, CA 90013 - 1803  
 County: Los Angeles

**G23**  
**SW**  
**1/8-1/4**  
**1230 ft.**

**COCA COLA USA**  
**963 E 4TH ST**  
**LOS ANGELES, CA 90013**

**RCRA-SQG**  
**FINDS**  
**HAZNET**  
**CA FID UST**  
**HIST UST**

**1000143579**  
**CAD042237057**

Relative:  
 Lower

Site 5 of 6 in cluster G

Actual:  
 262 ft.

Map ID  
Direction  
Distance  
Distance (ft.)  
Elevation

MAP FINDINGS

COCA COLA USA (Continued)

Database(s)  
EPA ID Number

1000143579

RCRAInfo:

Owner: NOT REQUIRED  
(415) 555-1212  
EPA ID: CAD042237057  
Contact: Not reported  
Classification: Small Quantity Generator  
TSDF Activities: Not reported  
Violation Status: No violations found

FINDS:

Other Pertinent Environmental Activity Identified at Site:  
Resource Conservation and Recovery Act Information system  
Toxics Release Inventory

HAZNET:

Gepaid: CAD042237057  
TSD EPA ID: AZD049318009  
Gen County: Los Angeles  
Tsd County: 99  
Tons: .1375  
Waste Category:  
Disposal Method: Transfer Station  
Contact: THE COCA-COLA COMPANY  
Telephone: (000) 000-0000  
Mailing Address: P O BOX 2589-TERMINAL ANNEX  
LOS ANGELES, CA 90051  
County: Los Angeles

Gepaid: CAD042237057  
TSD EPA ID: AZD049318009  
Gen County: Los Angeles  
Tsd County: 99  
Tons: .5000  
Waste Category: Laboratory waste chemicals  
Disposal Method: Transfer Station  
Contact: THE COCA-COLA COMPANY  
Telephone: (000) 000-0000  
Mailing Address: P O BOX 2589-TERMINAL ANNEX  
LOS ANGELES, CA 90051  
County: Los Angeles

Gepaid: CAD042237057  
TSD EPA ID: Not reported  
Gen County: Los Angeles  
Tsd County: 0  
Tons: .5000  
Waste Category: Laboratory waste chemicals  
Disposal Method: Not reported  
Contact: THE COCA-COLA COMPANY  
Telephone: (000) 000-0000  
Mailing Address: P O BOX 2589-TERMINAL ANNEX  
LOS ANGELES, CA 90051  
County: Los Angeles

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

MAP FINDINGS

	Database(s)	EDR ID Number EPA ID Number
<b>COCA COLA USA (Continued)</b>		<b>1000143579</b>

Gepaid: CAD042237057  
 TSD EPA ID: Not reported  
 Gen County: Los Angeles  
 Tsd County: 0  
 Tons: .1375  
 Waste Category:  
 Disposal Method: Not reported  
 Contact: THE COCA-COLA COMPANY  
 Telephone: (000) 000-0000  
 Mailing Address: P O BOX 2589-TERMINAL ANNEX  
 LOS ANGELES, CA 90051  
 County: Los Angeles

**FID:**

Facility ID: 19011955	Regulate ID: 00007831
Reg By: Active Underground Storage Tank Location	
Cortese Code: Not reported	SIC Code: Not reported
Status: Active	Facility Tel: (213) 626-5201
Mall To: Not reported	
310 N AVENUE N W LOS ANGELES, CA 90013	
Contact: Not reported	Contact Tel: Not reported
DUNs No: Not reported	NPDES No: Not reported
Creation: 10/22/93	Modified: 00/00/00
EPA ID: Not reported	
Comments: Not reported	

**UST HIST:**

Facility ID: 7831	Owner Name: THE COCA-COLA COMPANY
Total Tanks: 11	Region: STATE
Owner Address: 310 NORTH AVE., N.W. ATLANTA, GA 30313	
Tank Used for: PRODUCT	
Tank Num: 1	Container Num: 4-2
Tank Capacity: 00006000	Year Installed: 1977
Type of Fuel: Not reported	Tank Construction: Not Reported
Leak Detection: Visual	
Contact Name: B.F. BRADLEY	Telephone: (213) 626-5201
Facility Type: Other	Other Type: SOFT DRINK MFG.
Facility ID: 7831	Owner Name: THE COCA-COLA COMPANY
Total Tanks: 11	Region: STATE
Owner Address: 310 NORTH AVE., N.W. ATLANTA, GA 30313	
Tank Used for: PRODUCT	
Tank Num: 2	Container Num: 5
Tank Capacity: 00010000	Year Installed: Not reported
Type of Fuel: DIESEL	Tank Construction: Not Reported
Leak Detection: Visual, Stock Inventor	
Contact Name: B.F. BRADLEY	Telephone: (213) 626-5201
Facility Type: Other	Other Type: SOFT DRINK MFG.
Facility ID: 7831	Owner Name: THE COCA-COLA COMPANY
Total Tanks: 11	Region: STATE
Owner Address: 310 NORTH AVE., N.W. ATLANTA, GA 30313	
Tank Used for: PRODUCT	
Tank Num: 3	Container Num: 6

Map ID  
Direction  
Distance  
Distance (ft.)  
Elevation Site

MAP FINDINGS

Database(s)  
EDR ID Number  
EPA ID Number

COCA COLA USA (Continued)

1000143579

Tank Capacity: 00010000  
Type of Fuel: DIESEL  
Leak Detection: Visual, Stock Inventor  
Contact Name: B.F. BRADLEY  
Facility Type: Other

Year Installed: Not reported  
Tank Construction: Not Reported  
Telephone: (213) 626-5201  
Other Type: SOFT DRINK MFG.

Facility ID: 7831  
Total Tanks: 11  
Owner Address: 310 NORTH AVE., N.W.  
ATLANTA, GA 30313

Owner Name: THE COCA-COLA COMPANY  
Region: STATE

Tank Used for: PRODUCT  
Tank Num: 4  
Tank Capacity: 00009940  
Type of Fuel: DIESEL  
Leak Detection: Visual, Stock Inventor  
Contact Name: B.F. BRADLEY  
Facility Type: Other

Container Num: 7  
Year Installed: Not reported  
Tank Construction: Not Reported  
Telephone: (213) 626-5201  
Other Type: SOFT DRINK MFG.

Facility ID: 7831  
Total Tanks: 11  
Owner Address: 310 NORTH AVE., N.W.  
ATLANTA, GA 30313

Owner Name: THE COCA-COLA COMPANY  
Region: STATE

Tank Used for: PRODUCT  
Tank Num: 5  
Tank Capacity: 00006000  
Type of Fuel: Not reported  
Leak Detection: Visual  
Contact Name: B.F. BRADLEY  
Facility Type: Other

Container Num: 4-1  
Year Installed: 1977  
Tank Construction: Not Reported  
Telephone: (213) 626-5201  
Other Type: SOFT DRINK MFG.

Facility ID: 7831  
Total Tanks: 11  
Owner Address: 310 NORTH AVE., N.W.  
ATLANTA, GA 30313

Owner Name: THE COCA-COLA COMPANY  
Region: STATE

Tank Used for: PRODUCT  
Tank Num: 6  
Tank Capacity: 00006000  
Type of Fuel: Not reported  
Leak Detection: Visual  
Contact Name: B.F. BRADLEY  
Facility Type: Other

Container Num: 43-1  
Year Installed: 1977  
Tank Construction: Not Reported  
Telephone: (213) 626-5201  
Other Type: SOFT DRINK MFG.

Facility ID: 7831  
Total Tanks: 11  
Owner Address: 310 NORTH AVE., N.W.  
ATLANTA, GA 30313

Owner Name: THE COCA-COLA COMPANY  
Region: STATE

Tank Used for: PRODUCT  
Tank Num: 7  
Tank Capacity: 00006000  
Type of Fuel: Not reported  
Leak Detection: Visual  
Contact Name: B.F. BRADLEY  
Facility Type: Other

Container Num: 43-2  
Year Installed: 1977  
Tank Construction: Not Reported  
Telephone: (213) 626-5201  
Other Type: SOFT DRINK MFG.

Facility ID: 7831  
Total Tanks: 11  
Owner Address: 310 NORTH AVE., N.W.

Owner Name: THE COCA-COLA COMPANY  
Region: STATE

Map ID  
Direction  
Distance  
Distance (ft.)  
Elevation

MAP FINDINGS

Site	Database(s)	EDR ID Number	EPA ID Number
<b>COCA COLA USA (Continued)</b>		<b>1000143579</b>	
ATLANTA, GA 30313			
Tank Used for: PRODUCT	Container Num: 4		
Tank Num: 8	Year Installed: Not reported		
Tank Capacity: 00004000	Tank Construction: Not Reported		
Type of Fuel: DIESEL			
Leak Detection: Stock Inventor	Telephone: (213) 626-5201		
Contact Name: B.F. BRADLEY	Other Type: SOFT DRINK MFG.		
Facility Type: Other			
Facility ID: 7831	Owner Name: THE COCA-COLA COMPANY		
Total Tanks: 11	Region: STATE		
Owner Address: 310 NORTH AVE., N.W.			
ATLANTA, GA 30313			
Tank Used for: PRODUCT	Container Num: 3		
Tank Num: 9	Year Installed: Not reported		
Tank Capacity: 00010000	Tank Construction: Not Reported		
Type of Fuel: DIESEL			
Leak Detection: Stock Inventor	Telephone: (213) 626-5201		
Contact Name: B.F. BRADLEY	Other Type: SOFT DRINK MFG.		
Facility Type: Other			
Facility ID: 7831	Owner Name: THE COCA-COLA COMPANY		
Total Tanks: 11	Region: STATE		
Owner Address: 310 NORTH AVE., N.W.			
ATLANTA, GA 30313			
Tank Used for: PRODUCT	Container Num: 2		
Tank Num: 10	Year Installed: 1977		
Tank Capacity: 00010000	Tank Construction: Not Reported		
Type of Fuel: DIESEL			
Leak Detection: Stock Inventor	Telephone: (213) 626-5201		
Contact Name: B.F. BRADLEY	Other Type: SOFT DRINK MFG.		
Facility Type: Other			
Facility ID: 7831	Owner Name: THE COCA-COLA COMPANY		
Total Tanks: 11	Region: STATE		
Owner Address: 310 NORTH AVE., N.W.			
ATLANTA, GA 30313			
Tank Used for: PRODUCT	Container Num: 1		
Tank Num: 11	Year Installed: 1977		
Tank Capacity: 00010000	Tank Construction: Not Reported		
Type of Fuel: DIESEL			
Leak Detection: Stock Inventor	Telephone: (213) 626-5201		
Contact Name: B.F. BRADLEY	Other Type: SOFT DRINK MFG.		
Facility Type: Other			

G24  
SW  
1/8-1/4  
1230 ft.

MERCEDES SPECIALTY INC  
962 E 4TH ST  
LOS ANGELES, CA 90013

RCRA-SQG 1000168688  
FINDS CAD981625007  
HAZNET

Site 6 of 6 in cluster G

Relative:  
Lower

Actual:  
262 ft.

Map ID  
Direction  
Distance  
Distance (ft.)  
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number  
EPA ID Number

MERCEDES SPECIALTY INC (Continued)

1000168688

RCRAInfo:

Owner: GRANT IWATA  
(415) 555-1212  
EPA ID: CAD981625007  
Contact: ENVIRONMENTAL MANAGER  
(213) 680-9038

Classification: Small Quantity Generator  
TSDF Activities: Not reported

Violation Status: No violations found

FINDS:

Other Pertinent Environmental Activity Identified at Site:  
Resource Conservation and Recovery Act Information system

HAZNET:

Gepaid: CAD981625007  
TSD EPA ID: CAT000613893  
Gen County: Los Angeles  
Tsd County: Los Angeles  
Tons: .0495  
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)  
Disposal Method: Transfer Station  
Contact: Not reported  
Telephone: (000) 000-0000  
Mailing Address: 962 E 4TH ST  
LOS ANGELES, CA 90013  
County: Los Angeles

Gepaid: CAD981625007  
TSD EPA ID: CAT000613893  
Gen County: Los Angeles  
Tsd County: Los Angeles  
Tons: .0450  
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)  
Disposal Method: Not reported  
Contact: Not reported  
Telephone: (000) 000-0000  
Mailing Address: 962 E 4TH ST  
LOS ANGELES, CA 90013  
County: Los Angeles

Gepaid: CAD981625007  
TSD EPA ID: CAD099452708  
Gen County: Los Angeles  
Tsd County: Los Angeles  
Tons: 4.1324  
Waste Category: Oil/water separation sludge  
Disposal Method: Transfer Station  
Contact: Not reported  
Telephone: (000) 000-0000  
Mailing Address: 962 E 4TH ST  
LOS ANGELES, CA 90013  
County: Los Angeles

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

MAP FINDINGS

		Database(s)	EDR ID Number EPA ID Number
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**MERCEDES SPECIALTY INC (Continued)**

1000168688

Gepaid: CAD981625007  
 TSD EPA ID: CAD099452708  
 Gen County: Los Angeles  
 Tsd County: Los Angeles  
 Tons: .8340  
 Waste Category: Waste oil and mixed oil  
 Disposal Method: Recycler  
 Contact: Not reported  
 Telephone: (000) 000-0000  
 Mailing Address: 962 E 4TH ST  
 LOS ANGELES, CA 90013  
 County: Los Angeles

Gepaid: CAD981625007  
 TSD EPA ID: CAD008302903  
 Gen County: Los Angeles  
 Tsd County: Los Angeles  
 Tons: .4587  
 Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)  
 Disposal Method: Recycler  
 Contact: Not reported  
 Telephone: (000) 000-0000  
 Mailing Address: 962 E 4TH ST  
 LOS ANGELES, CA 90013  
 County: Los Angeles

Click this hyperlink while viewing on your computer to access 2 additional CA HAZNET record(s) in the EDR Site Report.

25  
 SSW  
 1/8-1/4  
 1314 ft.

**Z S I DEVELOPMENT**  
 500 MOLINO ST  
 LOS ANGELES, CA 90013

CA FID UST S101588207  
 N/A

Relative:  
 Lower

FID:  
 Facility ID: 19056447 Regulate ID: Not reported  
 Reg By: Active Underground Storage Tank Location  
 Actual: Cortese Code: Not reported SIC Code: Not reported  
 258 ft. Status: Active Facility Tel: (213) 000-0000  
 Mail To: Not reported  
 500 MOLINO ST  
 LOS ANGELES, CA 90013  
 Contact: Not reported Contact Tel: Not reported  
 DUNs No: Not reported NPDES No: Not reported  
 Creation: 10/22/93 Modified: 00/00/00  
 EPA ID: Not reported  
 Comments: Not reported

26  
 NE  
 1/4-1/2  
 1712 ft.

**CALIFO NIA HOTEL**  
 150 MYERS  
 LOS ANGELES, CA 90033

Cortese S105024654  
 N/A

Relative:  
 Equal

CORTESE:  
 Region: CORTESE  
 Fac Address 2: Not reported

Actual:  
 264 ft.



MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

Site

Database(s)

EDR ID Number  
 EPA ID Number

27 MANGROVE ESTATE, B.V.  
 NW 617 001ST ST E  
 1/4-1/2 LOS ANGELES, CA 90012  
 1818 ft.

LUST S104406272  
 Cortese N/A

Relative:  
 Higher

Actual:  
 269 ft.

State LUST:

Cross Street: ALAMEDA ST.  
 Qty Leaked: Not reported  
 Case Number: 900120225  
 Reg Board: 4  
 Chemical: Gasoline  
 Lead Agency: Regional Board  
 Local Agency: 19050  
 Case Type: Other ground water affected  
 Status: Case Closed  
 Abate Method: Excavate and Dispose - remove contaminated soil and dispose in approved site  
 Review Date: Not reported  
 Workplan: Not reported  
 Pollution Char: 1992-08-17 00:00:00  
 Remed Action: Not reported  
 Monitoring: Not reported  
 Close Date: 1997-01-15 00:00:00  
 Release Date: Not reported  
 Cleanup Fund Id: Not reported  
 Discover Date: Not reported  
 Enforcement Dt: Not reported  
 Enf Type: Not reported  
 Enter Date: 1992-08-31 00:00:00  
 Funding: Not reported  
 Staff Initials: PEJ  
 How Discovered: Not reported  
 How Stopped: Not reported  
 Interim: Yes  
 Leak Cause: UNK  
 Leak Source: UNK  
 MTBE Date: Not reported  
 Max MTBE GW: Not reported  
 MTBE Tested: Site NOT Tested for MTBE. Includes Unknown and Not Analyzed.  
 Priority: Not reported  
 Local Case #: Not reported  
 Beneficial: Not reported  
 Staff: UNK  
 GW Qualifier: Not reported  
 Max MTBE Soil: Not reported  
 Soil Qualifier: Not reported  
 Hydr Basin #: SAN FERNANDO VALLEY  
 Operator: OLD#092292-02  
 Oversight Prgm: LUST  
 Review Date: 1998-12-08 00:00:00  
 Stop Date: Not reported  
 Work Suspended: Not reported  
 Responsible Party: BLANK RP  
 RP Address: 201 S SANTA FE AVE, SUITE 101, LOS ANGELES CA 90012  
 Global Id: T0603700517  
 Org Name: Not reported  
 Contact Person: Not reported  
 MTBE Conc: 0  
 Mtbe Fuel: 1

Confirm Leak: Not reported  
 Prelim Assess: Not reported  
 Remed Plan: 1992-08-17 00:00:00

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

MAP FINDINGS

**MANGROVE ESTATE, B.V. (Continued)**

EDR ID Number  
 EPA ID Number

Database(s)

S104406272

Water System Name: YMCA CAMP OF LOS ANGELES 2  
 Well Name: Not reported  
 Distance To LUST: 0  
 Waste Discharge Global ID: W0605100582  
 Waste Disch Assigned Name: 2600582-001GEN  
 Summary : 01/08/97 REQUEST FOR SITE CLOSURE  
 12/04/98 RESULTS OF BOICELL AND SOIL STOCKPILE SAMPLING

**LUST Region 4:**

Report Date: 9/17/1992  
 Lead Agency: Regional Board  
 Local Agency: 19050  
 Substance: Gasoline  
 Case Type: Groundwater  
 Status: Case Closed  
 Region: 4  
 Staff: UNK  
 Date Case Last Changed on Database: 12/8/1998  
 Date Leak Record Entered: 8/31/1992  
 Historical Max MTBE Date: Not reported  
 GW Qualifier: Not reported  
 Soil Qualifier: Not reported  
 Hist Max MTBE Conc in Groundwater: Not reported  
 Hist Max MTBE Conc in Soil : Not reported  
 County: Los Angeles  
 Organization : Not reported  
 Regional Board: 04  
 Owner Contact: Not reported  
 Responsible Party: BLANK RP  
 RP Address: 201 S SANTA FE AVE, SUITE 101, LOS ANGELES CA 90012  
 Significant Interim Remedial Action Taken: Yes  
 Program : LUST  
 Lat / Long : 34.0488501 / -1  
 Local Agency Staff: PEJ  
 Beneficial Use : Not reported  
 Priority : Not reported  
 Cleanup Fund Id : Not reported  
 Suspended : Not reported  
 Local Case No : Not reported  
 Substance Quantity : Not reported  
 Abatement Method Used at the Site: Excavate and Dispose  
 Operator : OLD#092292-02  
 Water System : YMCA CAMP OF LOS ANGELES 2  
 Well Name : Not reported  
 Approx. Dist To Production Well (ft) : 3918.34475366795833414781506  
 Assigned Name : 2600582-001GEN  
 W Global ID : W0605100582  
 Source of Cleanup Funding: Not reported  
 Date the Leak was Discovered: Not reported  
 How the Leak was Discovered: Not reported  
 How the Leak was Stopped: Not reported  
 Cause of Leak: UNK  
 Leak Source: UNK  
 Date The Leak was Stopped: Not reported  
 Date Confirmation Leak Began: Not reported  
 Preliminary Site Assessment Workplan Submitted: Not reported  
 Preliminary Site Assessment Began: Not reported  
 Pollution Characterization Began: Not reported

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number  
 EPA ID Number

**MANGROVE ESTATE, B.V. (Continued)**

S104406272

Remediation Plan Submitted: 8/17/1992  
 Remedial Action Underway: Not reported  
 Post Remedial Action Monitoring Began: Not reported  
 Date the Case was Closed: 1/15/1997  
 Enforcement Action Date: Not reported  
 Date Leak First Reported: 9/17/1992  
 Enforcement Type: Not reported  
 Global ID : T0603700517  
 Cross Street: ALAMEDA ST.  
 Summary : 01/08/97 REQUEST FOR SITE CLOSURE 12/04/98  
 RESULTS OF BOICELL AND SOIL STOCKPILE SAMPLING

**CORTESE:**

Region: CORTESE  
 Fac Address 2: 617 001ST ST E

28 ARCO  
 SW 500 ALAMEDA ST S  
 1/4-1/2 LOS ANGELES, CA 90013  
 2276 ft.

LUST S101582659  
 Cortese N/A  
 CA FID UST

Relative:  
 Lower

Actual:  
 257 ft.

**State LUST:**

Cross Street: 5TH  
 Qty Leaked: Not reported  
 Case Number: 900130016  
 Reg Board: 4  
 Chemical: Gasoline  
 Lead Agency: Local Agency  
 Local Agency : 19050  
 Case Type: Soil only  
 Status: Case Closed  
 Review Date: Not reported  
 Workplan: Not reported  
 Pollution Char: Not reported  
 Remed Action: Not reported  
 Monitoring: Not reported  
 Close Date: 1993-10-23 00:00:00  
 Release Date: Not reported  
 Cleanup Fund Id : Not reported  
 Discover Date : Not reported  
 Enforcement Dt : Not reported  
 Enf Type: Not reported  
 Enter Date : 1986-12-31 00:00:00  
 Funding: Not reported  
 Staff Initials: PEJ  
 How Discovered: Not reported  
 How Stopped: Not reported  
 Interim : Yes  
 Leak Cause: UNK  
 Leak Source: UNK  
 MTBE Date : Not reported  
 Max MTBE GW : Not reported  
 MTBE Tested: Site NOT Tested for MTBE. Includes Unknown and Not Analyzed.  
 Priority: Not reported  
 Local Case # : Not reported  
 Beneficial: Not reported  
 Staff : UNK  
 GW Qualifier : Not reported  
 Max MTBE Soil : Not reported

Confirm Leak: Not reported  
 Prelm Assess: Not reported  
 Remed Plan: Not reported

Map ID  
Direction  
Distance  
Distance (ft.)  
Elevation

MAP FINDINGS

Database(s)  
EDR ID Number  
EPA ID Number

ARCO (Continued)

S101582659

Soil Qualifier : Not reported  
Hydr Basin #: SAN FERNANDO VALLEY  
Operator : ALBANESE, BILL  
Oversight Prgm: LUST  
Review Date : 1993-10-23 00:00:00  
Stop Date : Not reported  
Work Suspended Not reported  
Responsible PartyALBANESE, BILL  
RP Address: 815 FAIRVIEW, PASADENA, CA 91030  
Global Id: T0603700539  
Org Name: Not reported  
Contact Person: Not reported  
MTBE Conc: 0  
Mtbe Fuel: 1  
Water System Name: YMCA CAMP OF LOS ANGELES 2  
Well Name: Not reported  
Distance To Lust: 0  
Waste Discharge Global ID: W0605100582  
Waste Disch Assigned Name: 2600582-001GEN  
Summary : LEAKING TANK REPAIRED 7/29/85. ONE 97' BORING COMPLETED. NO GW ENCOUNTERED.

LUST Region 4:

Report Date: 7/11/1985  
Lead Agency: Local Agency  
Local Agency: 19050  
Substance: Gasoline  
Case Type: Soil  
Status: Case Closed  
Region: 4  
Staff: UNK  
Date Case Last Changed on Database: 10/23/1993  
Date Leak Record Entered: 12/31/1986  
Historical Max MTBE Date: Not reported  
GW Qualifier: Not reported  
Soil Qualifier: Not reported  
Hist Max MTBE Conc in Groundwater: Not reported  
Hist Max MTBE Conc in Soil : Not reported  
County: Los Angeles  
Organization : Not reported  
Regional Board: 04  
Owner Contact: Not reported  
Responsible Party: ALBANESE, BILL  
RP Address: 815 FAIRVIEW, PASADENA, CA 91030  
Significant Interim Remedial Action Taken: Yes  
Program : LUST  
Lat / Long : 34.0412924 / -1  
Local Agency Staff: PEJ  
Beneficial Use : Not reported  
Priority : Not reported  
Cleanup Fund Id : Not reported  
Suspended : Not reported  
Local Case No : Not reported  
Substance Quantity : Not reported  
Abatement Method Used at the Site: Not reported  
Operator : ALBANESE, BILL  
Water System : YMCA CAMP OF LOS ANGELES 2  
Well Name : Not reported

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

MAP FINDINGS

Database(s)  
 EDR ID Number  
 EPA ID Number

**ARCO (Continued)**

S101582659

Approx. Dist To Production Well (ft) : 4083.035630707482005820362576  
 Assigned Name : 2600582-001GEN  
 W Global ID : W0605100582  
 Source of Cleanup Funding: Not reported  
 Date the Leak was Discovered: 7/5/1985  
 How the Leak was Discovered: Not reported  
 How the Leak was Stopped: Not reported  
 Cause of Leak: UNK  
 Leak Source: UNK  
 Date The Leak was Stopped: 7/5/1985  
 Date Confirmation Leak Began: Not reported  
 Preliminary Site Assessment Workplan Submitted: Not reported  
 Preliminary Site Assessment Began: Not reported  
 Pollution Characterization Began: 7/15/1988  
 Remediation Plan Submitted: Not reported  
 Remedial Action Underway: Not reported  
 Post Remedial Action Monitoring Began: Not reported  
 Date the Case was Closed: 10/23/1993  
 Enforcement Action Date: Not reported  
 Date Leak First Reported: 7/11/1985  
 Enforcement Type: Not reported  
 Global ID : T0603700539  
 Cross Street: 5TH  
 Summary : LEAKING TANK REPAIRED 7/29/85. ONE 97' BORING COMPLETED. NO G/W ENCOUNTERED.

**CORTESE:**

Region: CORTESE  
 Fac Address 2: 500 ALAMEDA ST S

**FID:**

Facility ID:	19000981	Regulate ID:	Not reported
Reg By:	Active Underground Storage Tank Location		
Cortese Code:	Not reported	SIC Code:	Not reported
Status:	Active	Facility Tel:	(213) 626-1259
Mail To:	Not reported 500 S ALAMEDA ST LOS ANGELES, CA 90013		
Contact:	Not reported	Contact Tel:	Not reported
DUNS No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

H29  
 North  
 1/4-1/2  
 2297 ft.

**CENTER ST. TERMINAL**  
 501 CENTER ST  
 LOS ANGELES, CA 90012

CA SLIC U001560500  
 HIST UST N/A  
 EMI

Site 1 of 2 in cluster H

Relative:  
 Higher

Actual:  
 273 ft.

SLIC Region 4:  
 Facility Status: Not reported  
 Region: 4  
 SLIC: 0353  
 Staff: Department of Toxic Substances Control  
 Substance: Not reported

**UST HIST:**

Facility ID:	6616	Owner Name:	UNION OIL CO. OF CALIFORNIA
Total Tanks:	4	Region:	STATE

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number  
 EPA ID Number

**CENTER ST. TERMINAL (Continued)**

U001560500

Owner Address: 461 S. BOYLSTON ST.  
 LOS ANGELES, CA 90017

Tank Used for: PRODUCT

Tank Num: 1

Tank Capacity: 00000750

Type of Fuel: PREMIUM

Leak Detection: Visual

Contact Name: W. W. LOUGH

Facility Type: Other

Container Num: 1

Year Installed: 1980

Tank Construction: Not Reported

Telephone: (213) 977-6565

Other Type: DISTRIBUTOR

Facility ID: 6616

Total Tanks: 4

Owner Address: 461 S. BOYLSTON ST.  
 LOS ANGELES, CA 90017

Tank Used for: WASTE

Tank Num: 2

Tank Capacity: 00002000

Type of Fuel: WASTE OIL

Leak Detection: Visual

Contact Name: W. W. LOUGH

Facility Type: Other

Owner Name: UNION OIL CO. OF CALIFORNIA  
 Region: STATE

Container Num: 2

Year Installed: 1980

Tank Construction: 3/8 inches

Telephone: (213) 977-6565

Other Type: DISTRIBUTOR

Facility ID: 6616

Total Tanks: 4

Owner Address: 461 S. BOYLSTON ST.  
 LOS ANGELES, CA 90017

Tank Used for: WASTE

Tank Num: 3

Tank Capacity: 00000960

Type of Fuel: Not reported

Leak Detection: Visual

Contact Name: W. W. LOUGH

Facility Type: Other

Owner Name: UNION OIL CO. OF CALIFORNIA  
 Region: STATE

Container Num: 3

Year Installed: 1980

Tank Construction: 4-3/4 inches

Telephone: (213) 977-6565

Other Type: DISTRIBUTOR

Facility ID: 6616

Total Tanks: 4

Owner Address: 461 S. BOYLSTON ST.  
 LOS ANGELES, CA 90017

Tank Used for: WASTE

Tank Num: 4

Tank Capacity: 00008740

Type of Fuel: Not reported

Leak Detection: Visual

Contact Name: W. W. LOUGH

Facility Type: Other

Owner Name: UNION OIL CO. OF CALIFORNIA  
 Region: STATE

Container Num: 4

Year Installed: 1980

Tank Construction: 4-3/4 inches

Telephone: (213) 977-6565

Other Type: DISTRIBUTOR

**EMISSIONS :**

Facility ID : 800366  
 Air District Code : SC  
 SIC Code : 5171  
 Total Priority Score : Not reported  
 Health Risk Assessment : Not reported  
 Non-cancer Chronic Haz Index : Not reported  
 Non-cancer Acute Haz Index : Not reported  
 Air Basin : SC  
 Air District Name : SOUTH COAST AQMD  
 Community Health Air Pollution Info System : Y  
 Consolidated Emission Reporting Rule : B

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

MAP FINDINGS

**CENTER ST. TERMINAL (Continued)**

Database(s)      EDR ID Number  
 EPA ID Number

U001560500

County Code : 19  
 County ID : 19  
  
 Facility ID : 800194  
 Air District Code : SC  
 SIC Code : 5171  
 Total Priority Score : Not reported  
 Health Risk Assessment : Not reported  
 Non-cancer Chronic Haz Index : Not reported  
 Non-cancer Acute Haz Index : Not reported  
 Air Basin : SC  
 Air District Name : SOUTH COAST AQMD  
 Community Health Air Pollution Info System : Not reported  
 Consolidated Emission Reporting Rule : Not reported  
 County Code : 19  
 County ID : 19

H30  
 North  
 1/4-1/2  
 2297 ft.

**UNOCAL - CENTER STREET TERMINAL #0500**  
 501 CENTER STREET  
 LOS ANGELES, CA

CA SLIC      S106484287  
 N/A

Site 2 of 2 in cluster H

Relative:  
 Higher

Actual:  
 273 ft.

CA STATE SLIC :  
 Global Id : SL376402463  
 Region : STATE  
 Assigned Name : SLICSITE  
 Lead Agency Contact : DTS  
 Lead Agency : LOS ANGELES RWQCB (REGION 4)  
 Lead Agency Case Number : Not reported  
 Responsible Party : Tosco Distribution Co.  
 Recent Dtw : Not reported  
 Substance Released : PAH, PET, VOC

I31  
 SSE  
 1/4-1/2  
 2497 ft.

**BASF INMONT/SUN CHEMICAL**  
 590 SANTA FE AVE S  
 LOS ANGELES, CA 90013

LUST      S102230427  
 Cortese      N/A  
 CA SLIC

Site 1 of 4 in cluster I

Relative:  
 Lower

Actual:  
 252 ft.

State LUST:  
 Cross Street: WHITTIER  
 Qty Leaked: Not reported  
 Case Number: 900130034  
 Reg Board: 4  
 Chemical: Solvents  
 Lead Agency: Regional Board  
 Local Agency: 19050  
 Case Type: Other ground water affected  
 Status: Pollution Characterization  
 Abate Method: Excavate and Dispose - remove contaminated soil and dispose in approved site  
  
 Review Date: Not reported      Confirm Leak: Not reported  
 Workplan: Not reported      Prelim Assess: Not reported  
 Pollution Char: Not reported      Remed Plan: Not reported  
 Remed Action: Not reported  
 Monitoring: Not reported  
 Close Date: Not reported

Map ID  
Direction  
Distance  
Distance (ft.)  
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number  
EPA ID Number

BASF INMONT/SUN CHEMICAL (Continued)

S102230427

Release Date: Not reported  
Cleanup Fund Id: Not reported  
Discover Date: Not reported  
Enforcement Dt: Not reported  
Enf Type: Not reported  
Enter Date: 1987-09-08 00:00:00  
Funding: Not reported  
Staff Initials: PEJ  
How Discovered: Not reported  
How Stopped: Not reported  
Interim: Yes  
Leak Cause: UNK  
Leak Source: UNK  
MTBE Date: Not reported  
Max MTBE GW: Not reported  
MTBE Tested: Not Required to be Tested.  
Priority: 2B  
Local Case #: Not reported  
Beneficial: Not reported  
Staff: SLC  
GW Qualifier: Not reported  
Max MTBE Soil: Not reported  
Soil Qualifier: Not reported  
Hydr Basin #: SAN FERNANDO VALLEY  
Operator: Not reported  
Oversight Prgm: Spills, Leaks, Investigations and Cleanup UST  
Review Date: 1997-10-01 00:00:00  
Stop Date: Not reported  
Work Suspended: Not reported  
Responsible Party: BLANK RP  
RP Address: Not reported  
Global Id: T0603700541  
Org Name: Not reported  
Contact Person: Not reported  
MTBE Conc: 0  
Mibe Fuel: 0  
Water System Name: YMCA CAMP OF LOS ANGELES 2  
Well Name: Not reported  
Distance To LUST: 0  
Waste Discharge Global ID: W0605100582  
Waste Disch Assigned Name: 2600582-001GEN  
Summary: TANK & CONTAM SOIL REMOVED. ADD'L SA IN PROGRESS. REFER  
TO SLIC #441

LUST Region 4:

Report Date: 2/5/1986  
Lead Agency: Regional Board  
Local Agency: 19050  
Substance: Solvents  
Case Type: Groundwater  
Status: Pollution Characterization  
Region: 4  
Staff: SLC  
Date Case Last Changed on Database: 10/1/1997  
Date Leak Record Entered: 9/8/1987  
Historical Max MTBE Date: Not reported  
GW Qualifier: Not reported  
Soil Qualifier: Not reported



Map ID  
Direction  
Distance  
Distance (ft.)  
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number  
EPA ID Number

**BASF INMONT/SUN CHEMICAL (Continued)**

**S102230427**

Hist Max MTBE Conc in Groundwater: Not reported  
Hist Max MTBE Conc in Soil : Not reported  
County: Los Angeles  
Organization : Not reported  
Regional Board: 04  
Owner Contact: Not reported  
Responsible Party: BLANK RP  
RP Address: Not reported  
Significant Interim Remedial Action Taken: Yes  
Program : SLIC  
Lat / Long : 34.0389035 / -1  
Local Agency Staff: PEJ  
Beneficial Use : Not reported  
Priority : 2B  
Cleanup Fund Id : Not reported  
Suspended : Not reported  
Local Case No : Not reported  
Substance Quantity : Not reported  
Abatement Method Used at the Site: Excavate and Dispose  
Operator : Not reported  
Water System : YMCA CAMP OF LOS ANGELES 2  
Well Name : Not reported  
Approx. Dist To Production Well (ft) : 6526.8698009723694358076531349  
Assigned Name : 2600582-001GEN  
W Global ID : W0605100582  
Source of Cleanup Funding: Not reported  
Date the Leak was Discovered: Not reported  
How the Leak was Discovered: Not reported  
How the Leak was Stopped: Not reported  
Cause of Leak: UNK  
Leak Source: UNK  
Date The Leak was Stopped: Not reported  
Date Confirmation Leak Began: Not reported  
Preliminary Site Assessment Workplan Submitted: Not reported  
Preliminary Site Assessment Began: Not reported  
Pollution Characterization Began: 10/1/1997  
Remediation Plan Submitted: Not reported  
Remedial Action Underway: Not reported  
Post Remedial Action Monitoring Began: Not reported  
Date the Case was Closed: Not reported  
Enforcement Action Date: Not reported  
Date Leak First Reported: 2/5/1986  
Enforcement Type: Not reported  
Global ID : T0603700541  
Cross Street: WHITTIER  
Summary : TANK & CONTAM SOIL REMOVED. ADD'L SA IN PROGRESS. REFER TO  
SLIC #441

**CORTESE:**

Region: CORTESE  
Fac Address 2: 590 SANTA FE AVE S

**SLIC Region 4:**

Facility Status: Site Assessment  
Region: 4  
SLIC 0441A  
Staff: SH  
Substance: VOCs



Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number  
 EPA ID Number

**BUTTERFIELD (SUN CHEMICAL CORPORATION) (Continued)**

S105481902

Staff Member Responsible for Site: RKRUG  
 Supervisor Responsible for Site: Not reported  
 Region Water Control Board: Not reported  
 Access: Not reported  
 Cortese: Not reported  
 Hazardous Ranking Score: Not reported  
 Date Site Hazard Ranked: Not reported  
 Groundwater Contamination: Not reported  
 No. of Contamination Sources: 0  
 Lat/Long: Not reported  
 Lat/long Method: Not reported  
 State Assembly District Code: 46  
 State Senate District: 22

Click this hyperlink while viewing on your computer to access additional CAL-SITES detail in the EDR Site Report.

AWP Facility ID: 19281223  
 Facility Type: responsible party  
 Site Access Controlled : Not reported  
 Region Code : 3  
 Region : GLENDALE  
 SMBR Branch Unit: SO CAL - GLENDALE  
 SMBR Branch Code : SA  
 Site Name. : Not reported  
 Current Status Date : 20/02/0403  
 Current Status : ANNUAL WORKPLAN - ACTIVE SITE  
 Lead Agency Code : DTSC  
 Lead Agency : DEPT OF TOXIC SUBSTANCES CONTROL  
 NPL : No  
 Tier Of AWP Site : 0  
 Source Of Funding : Not reported  
 Responsible Staff Member : RKRUG  
 Supervisor Responsible : Not reported  
 Facility SIC : MANU - CHEMICALS & ALLIED PRODUCTS  
 SIC Code : 28  
 RWQCB Associated With Site Not reported  
 RWQCB Code : Not reported  
 Site Listed HWS List : Not reported  
 Hazard Ranking Score : Not reported  
 Date Site Hazard Ranked : Not reported  
 Groundwater Contamination : Not reported  
 # Of Contamination Sources : 0.00000  
 Lat/long Method : Not reported  
 Description Of Entity : Not reported  
 State Assembly Distl Code : 46  
 State Senate District : 22  
 Lat/long : 0.00000° 0.00000° 0.00000° / 0.00000° 0.00000° 0.00000°

134 SUN CHEMICAL CORP  
 SSE 590 SANTA FE AVENUE  
 1/4-1/2 LOS ANGELES, CA 90013  
 2497 ft.

CA SLIC S106483965  
 N/A

Relative: Lower Site 4 of 4 in cluster I  
 CA STATE SLIC :  
 Global Id : SL204761666  
 Actual: 252 ft. Region : STATE  
 Assigned Name : SLICSITE

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

MAP FINDINGS

Site \_\_\_\_\_ Database(s) \_\_\_\_\_ EDR ID Number \_\_\_\_\_  
 EPA ID Number \_\_\_\_\_

**SUN CHEMICAL CORP (Continued)**

S106483985

Lead Agency Contact : SU HAN  
 Lead Agency : LOS ANGELES RWQCB (REGION 4)  
 Lead Agency Case Number : 0441A  
 Responsible Party : Sun Chemical Corp.  
 Recent Dtw : Not reported  
 Substance Released : PET, VOC

**35**  
 South  
 1/4-1/2  
 2629 ft.

**ST. MAINT. SERVICE YARD**  
 1451 6TH ST E  
 LOS ANGELES, CA 90021

LUST S104773299  
 N/A

Relative:  
 Lower  
 Actual:  
 252 ft.

State LUST:  
 Cross Street: SANTA FE AVE  
 Qty Leaked: Not reported  
 Case Number: 900210152  
 Reg Board: 4  
 Chemical: 1  
 Lead Agency: Local Agency  
 Local Agency : 19050  
 Case Type: Soil only  
 Status: Leak being confirmed  
 Review Date: 1999-10-07 00:00:00  
 Workplan: Not reported  
 Pollution Char: Not reported  
 Remed Action: Not reported  
 Monitoring: Not reported  
 Close Date: Not reported  
 Release Date: Not reported  
 Cleanup Fund Id : Not reported  
 Discover Date : Not reported  
 Enforcement Dt : Not reported  
 Enf Type: Not reported  
 Enter Date : Not reported  
 Funding: Not reported  
 Staff Initials: PEJ  
 How Discovered: Repair Tank  
 How Stopped: Not reported  
 Interim : Not reported  
 Leak Cause: UNK  
 Leak Source: Not reported  
 MTBE Date : Not reported  
 Max MTBE GW : Not reported  
 MTBE Tested: Not Required to be Tested.  
 Priority: Not reported  
 Local Case # : Not reported  
 Beneficial: Not reported  
 Staff : UNK  
 GW Qualifier : Not reported  
 Max MTBE Soil : Not reported  
 Soil Qualifier : Not reported  
 Hydr Basin #: SAN FERNANDO VALLEY  
 Operator : Not reported  
 Oversight Prgm: LUST  
 Review Date : 1999-10-07 00:00:00  
 Stop Date : Not reported  
 Work Suspended Not reported  
 Responsible Party: CITY OF LOS ANGELES  
 RP Address: 419 S. SPRING ST., 12TH FL, LOS ANGELES, CA 90013

Confirm Leak: 1999-10-07 00:00:00  
 Prelim Assess: Not reported  
 Remed Plan: Not reported

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number  
 EPA ID Number

**ST. MAINT. SERVICE YARD (Continued)**

S104773299

Global Id: T0603793035  
 Org Name: Not reported  
 Contact Person: Not reported  
 MTBE Conc: 0  
 Mtbe Fuel: 0  
 Water System Name: Not reported  
 Well Name: Not reported  
 Distance To LUST: 0  
 Waste Discharge Global ID: Not reported  
 Waste Disch Assigned Name: Not reported  
 Summary : 11/14 EDR;12/12WP; MTBE DATE 4/20/98.

**LUST Region 4:**

Report Date: 10/7/1999  
 Lead Agency: Local Agency  
 Local Agency: 19050  
 Substance: 1  
 Case Type: Soil  
 Status: Leak being confirmed  
 Region: 4  
 Staff: UNK  
 Date Case Last Changed on Database: 10/7/1999  
 Date Leak Record Entered: Not reported  
 Historical Max MTBE Date: Not reported  
 GW Qualifier: Not reported  
 Soil Qualifier: Not reported  
 Hist Max MTBE Conc in Groundwater: Not reported  
 Hist Max MTBE Conc in Soil : Not reported  
 County: Los Angeles  
 Organization : Not reported  
 Regional Board: 04  
 Owner Contact: Not reported  
 Responsible Party: CITY OF LOS ANGELES  
 RP Address: 419 S. SPRING ST., 12TH FL, LOS ANGELES, CA 90013  
 Significant Interim Remedial Action Taken: Not reported  
 Program : LUST  
 Lat / Long : 34.038514 / -1  
 Local Agency Staff: PEJ  
 Beneficial Use : Not reported  
 Priority : Not reported  
 Cleanup Fund Id : Not reported  
 Suspended : Not reported  
 Local Case No : Not reported  
 Substance Quantity : Not reported  
 Abatement Method Used at the Site: Not reported  
 Operator : Not reported  
 Water System : Not reported  
 Well Name : Not reported  
 Approx. Dist To Production Well (ft) : 6219.8371978486979817885142349  
 Assigned Name : Not reported  
 W Global ID : Not reported  
 Source of Cleanup Funding: Not reported  
 Date the Leak was Discovered: 7/29/1999  
 How the Leak was Discovered: TR  
 How the Leak was Stopped: Not reported  
 Cause of Leak: UNK  
 Leak Source: Not reported  
 Date The Leak was Stopped: Not reported

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number  
 EPA ID Number

**ST. MAINT. SERVICE YARD (Continued)**

S104773299

Date Confirmation Leak Began: 10/7/1999  
 Preliminary Site Assessment Workplan Submitted: Not reported  
 Preliminary Site Assessment Began: Not reported  
 Pollution Characterization Began: Not reported  
 Remediation Plan Submitted: Not reported  
 Remedial Action Underway: Not reported  
 Post Remedial Action Monitoring Began: Not reported  
 Date the Case was Closed: Not reported  
 Enforcement Action Date: Not reported  
 Date Leak First Reported: 10/7/1999  
 Enforcement Type: Not reported  
 Global ID : T0603793035  
 Cross Street: SANTA FE AVE  
 Summary :

36  
 North  
 1/4-1/2  
 2630 ft.

**FRIEDMAN BAG CO INC**  
 801 E COMMERCIAL ST  
 LOS ANGELES, CA 90012

RCRA-SQG 1000201452  
 HAZNET CAD008236960  
 LUST  
 Cortese  
 CA FID UST  
 HIST UST

Relative:  
 Higher

Actual:  
 273 ft.

RCRAInfo:  
 Owner: NOT REQUIRED  
 (415) 555-1212  
 EPA ID: CAD008236960  
 Contact: Not reported  
 Classification: Small Quantity Generator  
 TSDF Activities: Not reported  
 Violation Status: No violations found

State LUST:

Cross Street: CENTER  
 Qty Leaked: Not reported  
 Case Number: 900120407  
 Reg Board: 4  
 Chemical: Gasoline  
 Lead Agency: Regional Board  
 Local Agency : 19050  
 Case Type: Soil only  
 Status: Case Closed  
 Review Date: 1987-05-05 00:00:00  
 Workplan: Not reported  
 Pollution Char: Not reported  
 Remed Action: Not reported  
 Monitoring: Not reported  
 Close Date: 2002-08-23 00:00:00  
 Release Date: Not reported  
 Cleanup Fund Id : Not reported  
 Discover Date : Not reported  
 Enforcement Dt : Not reported  
 Enf Type: CLOS  
 Enter Date : 1987-08-13 00:00:00  
 Funding: Not reported  
 Staff Initials: PEJ  
 How Discovered: Tank Closure  
 How Stopped: Not reported

Confirm Leak: 1987-05-05 00:00:00  
 Prelim Assess: Not reported  
 Remed Plan: Not reported

Map ID  
Direction  
Distance  
Distance (ft.)  
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number  
EPA ID Number

FRIEDMAN BAG CO INC (Continued)

1000201452

Interim : Not reported  
Leak Cause: UNK  
Leak Source: UNK  
MTBE Date : Not reported  
Max MTBE GW : Not reported  
MTBE Tested: Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.  
Priority: Not reported  
Local Case # : Not reported  
Beneficial: Not reported  
Staff : AT  
GW Qualifier : Not reported  
Max MTBE Soil : Not reported  
Soil Qualifier : Not reported  
Hydr Basin #: SAN FERNANDO VALLEY  
Operator : Not reported  
Oversight Prgrm: LUST  
Review Date : 1987-05-05 00:00:00  
Stop Date : Not reported  
Work Suspended Not reported  
Responsible Party:KEN HEKIMIAN  
RP Address: 801 E. COMMERCIAL ST.  
Global Id: T0603700535  
Org Name: Not reported  
Contact Person: Not reported  
MTBE Conc: 0  
Mibe Fuel: 1  
Water System Name: DAVE GRIFFITH L A D W P  
Well Name: Not reported  
Distance To Lust: 0  
Waste Discharge Global ID: W0605100649  
Waste Disch Assigned Name:2600649-001GEN  
Summary : OLD CASE #005041

LUST Region 4:

Report Date: 5/5/1987  
Lead Agency: Regional Board  
Local Agency: 19050  
Substance: Gasoline  
Case Type: Soil  
Status: Case Closed  
Region: 4  
Staff: AT  
Date Case Last Changed on Database: 5/5/1987  
Date Leak Record Entered: 8/13/1987  
Historical Max MTBE Date: Not reported  
GW Qualifier: Not reported  
Soil Qualifier: Not reported  
Hist Max MTBE Conc in Groundwater: Not reported  
Hist Max MTBE Conc in Soil : Not reported  
County: Los Angeles  
Organization : Not reported  
Regional Board: 04  
Owner Contact: Not reported  
Responsible Party: KEN HEKIMIAN  
RP Address: 801 E. COMMERCIAL ST.  
Significant Interim Remedial Action Taken: Not reported  
Program : LUST  
Lat / Long : 34.0527548 / -1

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number  
 EPA ID Number

**FRIEDMAN BAG CO INC (Continued)**

1000201452

Local Agency Staff:	PEJ
Beneficial Use :	Not reported
Priority :	Not reported
Cleanup Fund Id :	Not reported
Suspended :	Not reported
Local Case No :	Not reported
Substance Quantity :	Not reported
Abatement Method Used at the Site:	Not reported
Operator :	Not reported
Water System :	DAVE GRIFFITH L A D W P
Well Name :	Not reported
Approx. Dist To Production Well (ft) :	4394.834841403383480058456443
Assigned Name :	2600649-001GEN
W Global ID :	W0605100649
Source of Cleanup Funding:	Not reported
Date the Leak was Discovered:	4/21/1987
How the Leak was Discovered:	Tank Closure
How the Leak was Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Date The Leak was Stopped:	4/21/1987
Date Confirmation Leak Began:	5/5/1987
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Date the Case was Closed:	8/23/2002
Enforcement Action Date:	Not reported
Date Leak First Reported:	5/5/1987
Enforcement Type:	CLOS
Global ID :	T0603700535
Cross Street:	CENTER
Summary :	OLD CASE #005041

**HAZNET:**

Gepaid:	CAD008236960
TSD EPA ID:	CAT000613935
Gen County:	Los Angeles
Tsd County:	Los Angeles
Tons:	.8715
Waste Category:	Aqueous solution with less than 10% total organic residues
Disposal Method:	Transfer Station
Contact:	FRIEDMAN BAG CO INC
Telephone:	(213) 628-2341
Mailing Address:	801 E COMMERCIAL ST LOS ANGELES, CA 90012
County	Los Angeles



Map ID  
Direction  
Distance  
Distance (ft.)  
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number  
EPA ID Number

FRIEDMAN BAG CO INC (Continued)

1000201452

Gepaid: CAD008236960  
TSD EPA ID: CAD000088252  
Gen County: Los Angeles  
Tsd County: Los Angeles  
Tons: 2.7250  
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)  
Disposal Method: Transfer Station  
Contact: FRIEDMAN BAG CO INC  
Telephone: (213) 628-2341  
Mailing Address: 801 E COMMERCIAL ST  
LOS ANGELES, CA 90012  
County: Los Angeles

Gepaid: CAD008236960  
TSD EPA ID: CAD982444481  
Gen County: Los Angeles  
Tsd County: San Bernardino  
Tons: .3550  
Waste Category: Other inorganic solid waste  
Disposal Method: Recycler  
Contact: FRIEDMAN BAG CO INC  
Telephone: (213) 628-2341  
Mailing Address: 801 E COMMERCIAL ST  
LOS ANGELES, CA 90012  
County: Los Angeles

Gepaid: CAD008236960  
TSD EPA ID: CAT080013352  
Gen County: Los Angeles  
Tsd County: Los Angeles  
Tons: .8340  
Waste Category: Unspecified oil-containing waste  
Disposal Method: Recycler  
Contact: FRIEDMAN BAG CO INC  
Telephone: (213) 628-2341  
Mailing Address: 801 E COMMERCIAL ST  
LOS ANGELES, CA 90012  
County: Los Angeles

Gepaid: CAD008236960  
TSD EPA ID: CAT000613893  
Gen County: Los Angeles  
Tsd County: Los Angeles  
Tons: 0.1668  
Waste Category: Aqueous solution with less than 10% total organic residues  
Disposal Method: Transfer Station  
Contact: FRIEDMAN BAG CO INC  
Telephone: (213) 628-2341  
Mailing Address: 801 E COMMERCIAL ST  
LOS ANGELES, CA 90012  
County: Los Angeles

Click this hyperlink while viewing on your computer to access  
9 additional CA HAZNET record(s) in the EDR Site Report.

CORTESE:  
Region: CORTESE  
Fac Address 2: 801 COMMERCIAL ST

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

MAP FINDINGS

	Database(s)	EDR ID Number EPA ID Number
<b>FRIEDMAN BAG CO INC (Continued)</b>		<b>1000201452</b>

**FID:**

Facility ID: 19001341	Regulate ID: 00021061	
Reg By: Inactive Underground Storage Tank Location		
Cortese Code: Not reported	SIC Code: Not reported	
Status: Inactive	Facility Tel: (213) 628-2341	
Mail To: Not reported		
801 COMMERCIAL ST LOS ANGELES, CA 90012		
Contact: Not reported	Contact Tel: Not reported	
DUNs No: Not reported	NPDES No: Not reported	
Creation: 10/22/93	Modified: 00/00/00	
EPA ID: Not reported		
Comments: Not reported		

**UST HIST:**

Facility ID: 21061	Owner Name: FRIEDMAN BAG COMPANY	
Total Tanks: 1	Region: STATE	
Owner Address: 801 EAST COMMERCIAL STREET LOS ANGELES, CA 90012		
Tank Used for: PRODUCT		
Tank Num: 1	Container Num: 1	
Tank Capacity: 00000500	Year Installed: Not reported	
Type of Fuel: REGULAR	Tank Construction: Not Reported	
Leak Detection: Stock Inventor		
Contact Name: RUBEN PRECIADO	Telephone: (213) 628-2341	
Facility Type: Other	Other Type: CONTAINER MFG.	

37  
 South  
 1/2-1  
 4041 ft.

**DEAN AND ASSOCIATES**  
 700 SOUTH SANTA FE AVENUE  
 LOS ANGELES, CA 90021

Cal-Sites S100833562  
 CA BOND EXP. PLAN N/A

**Relative:**  
 Lower

**BEP:**

Site Description :	This site was previously used to scrap electrical transformers.
Hazardous Waste Desc :	Polychlorinated biphenyls (PCBs) were detected in the soil.
Threat To Public Health & Env :	The remedial action has been completed. Soil contaminated with PCBs was excavated and redispersed of in a licensed landfill. There is no threat to public health and the environment.
Site Activity Status :	In August, 1985, the RP, Mr. Rodney Dean, pled no contest to three felony counts of illegal storage, transportation and disposal of hazardous wastes. Mr. Dean's probation required that the cleanup of the site be completed and reported to the court. The RP retained a contractor for the cleanup and began the remedial actions. The contractors removed much of the contaminated soil. DHS completed the cleanup after the RP exhausted his financial resources. DHS is currently in the cost recovery stage.
Project Revenue Source Co. :	Not Reported
PRS Company Address :	Not reported
	Not reported
Project Revenue Source Desc :	DHS has utilized Bond funds to complete the remedial action. DHS is currently undertaking appropriate cost recovery actions.
Responsible Party :	COST RECOVERY/OPERATION AND MAINTENANCE SITE

**CAL-SITES:**

Facility ID	19490206
Status:	CERTI
Status Date:	06/30/1987
Lead:	DTSC
Region:	3 - GLENDALE
Branch:	SA - SO CAL - GLENDALE

Map ID  
Direction  
Distance  
Distance (ft.)  
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number  
EPA ID Number

DEAN AND ASSOCIATES (Continued)

S100833562

File Name: Not reported  
Status Name: CERT  
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL Not reported  
NPL: Not Listed  
SIC: 49 ELECTRIC, GAS & SANITARY SERVICES  
Facility Type: RP  
Type Name: RESPONSIBLE PARTY  
Staff Member Responsible for Site: Not reported  
Supervisor Responsible for Site: Not reported  
Region Water Control Board: Not reported  
Access: Not reported  
Cortese: Not reported  
Hazardous Ranking Score: Not reported  
Date Site Hazard Ranked: Not reported  
Groundwater Contamination: Unknown  
No. of Contamination Sources: 0  
Lat/Long: Not reported  
Lat/long Method: Not reported  
State Assembly District Code: 48  
State Senate District: 26

Click this hyperlink while viewing on your computer to access additional CAL-SITES detail in the EDR Site Report.

**MAP FINDINGS - EDR PROPRIETARY HISTORICAL DATABASES**

YEAR	NAME	ADDRESS	CITY	ST	DIR.	DIST.	ELEV.	TYPE
1942	BERRY E L	120 N VIGNES ST	LOS ANGELES	CA	NNW	1/8-1/4	Higher	Gasoline And Oil Service Stations
1937	BERRY E L	120 N VIGNES ST	LOS ANGELES	CA	NNW	1/8-1/4	Higher	Gasoline And Oil Service Stations
1933	BERRY E L	120 N VIGNES ST	LOS ANGELES	CA	NNW	1/8-1/4	Higher	Gasoline And Oil Service Stations
1933	COMMERCIAL GARAGE	118 N VIGNES ST	LOS ANGELES	CA	NNW	1/8-1/4	Higher	Automobile Repairing
1942	CRAIN JAS	411 MOLINO ST	LOS ANGELES	CA	SSW	1/8-1/4	Higher	Automobile Repairing
1933	GREEN R C	409 MOLINO ST	LOS ANGELES	CA	SSW	1/8-1/4	Higher	Automobile Repairing
1942	HALECH CHAS	1016 E 4TH ST	LOS ANGELES	CA	SSW	1/8-1/4	Higher	Gasoline And Oil Service Stations
1942	LEVINSON BARNETT	940 E 4TH ST	LOS ANGELES	CA	SW	1/8-1/4	Higher	Gasoline And Oil Service Stations
1937	MELLUS BROS	409 MOLINO ST	LOS ANGELES	CA	SSW	1/8-1/4	Higher	Automobile Repairing
1942	POLAK F J	801 E 3D	LOS ANGELES	CA	West	1/8-1/4	Higher	Gasoline And Oil Service Stations
1942	SCHADE BROWN	118 N VIGNES ST	LOS ANGELES	CA	NNW	1/8-1/4	Higher	Automobile Repairing
1937	VALENTINE DONALD	801 E 3D	LOS ANGELES	CA	West	1/8-1/4	Higher	Gasoline And Oil Service Stations
1924	VALENZUELA L P	905 E 1ST TER	LOS ANGELES	CA	NNW	1/8-1/4	Higher	Clothes Cleaners Pressers And Dyers
1937	WALLACE STERLING	1016 E 4TH ST	LOS ANGELES	CA	SSW	1/8-1/4	Higher	Gasoline And Oil Service Stations
1929	WITTENBERG DAVID	801 E 3D	LOS ANGELES	CA	West	1/8-1/4	Higher	Gasoline And Oil Service Station
1933	WOODS AL	1016 E 4TH ST	LOS ANGELES	CA	SSW	1/8-1/4	Higher	Gasoline And Oil Service Stations
N/A	SOUTHERN CALIFORNIA GAS CO. DUCOMMUN ST. PLANT, 424 CENTER STREET		LOS ANGELES	CA	North	1/4-1/2	Higher	LOS ANGELES
	Description: 1906 Los Angeles Gas and Electric Co. is located on East side of Center Street b un and Jackson. By 1937, site is called Southern California Gas Co. with additi nter between Commercial and Ducommun. Gas holders also located on West side of cial and Ducommun and between Ducommun and Jackson.							
	©Copyright 1993 Real Property Scan, Inc.							
N/A	LOS ANGELES GAS & ELECTRIC CO.	1524 E. 7TH STREET	LOS ANGELES	CA	SSW	1/2-1	Lower	LOS ANGELES
	Description: 1906 Los Angeles Gas and Electric Co. storage yard is located on the southern sl St., on the northern half of block bordered by S. Alameda, E. 7th St. and Channi ned by Southern California Gas Co. - Gas Holder #7. 1943, site is Storage Yard ia Gas Co.							
	©Copyright 1993 Real Property Scan, Inc.							
N/A	SOUTHERN CALIFORNIA GAS CO. - MACY STREET PLANT, 366 LYON STREET		LOS ANGELES	CA	North	1/2-1	Higher	LOS ANGELES
	Description: Site is located on East side of Lyon Street - North of E. Macy Street.							
	©Copyright 1993 Real Property Scan, Inc.							
N/A	SOUTHERN CALIFORNIA GAS CO.- BUTADIENE DIVISION, 803 CENTER STREET (PLANT OF E		LOS ANGELES	CA	North	1/2-1	Higher	LOS ANGELES
	Description: Large plant covers multi-block area bordered by Commercial, Lyon and E. Macy. 1 es Gas Co. on Southern portion of site. By 1894, expanded site called Los Angel 906, called Los Angeles Gas and Electric Co. 1937, site called Southern Callfor ne Divlslon.							
	©Copyright 1993 Real Property Scan, Inc.							

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LOS ANGELES	1000985012	CALTRANS	RTE 134 BETWEEN 0.5 MI E OF	90012	RCRA-SQG, FINDS
LOS ANGELES	S106387114	ACTA NORTH - PARCEL NE-009-SFGS	2056 / 2058 SANTA FE	90021	CA SLIC
LOS ANGELES	S106483591	ACTA NORTH - PARCEL NE-009-SFGS	2056 / 2058 S SANTA FE AVE	90021	CA SLIC
LOS ANGELES	99634479	LOT 5 TRAILER DOCK, HOBART	LOT 5 TRAILER DOCK, HOBART		ERNS
LOS ANGELES	99634998	LOT 5 TRAILER DOCK, HOBART	LOT 5 TRAILER DOCK, HOBART		ERNS
LOS ANGELES	S105851003		MAIN ST AND FIRST ST	90012	CHMIRS, CA SLIC
LOS ANGELES	90485736	PARKING LOT IN FRONT OF CHEMISTRY BUILDI	PARKING LOT IN FRONT OF CHEMISTRY BUILDI		ERNS
LOS ANGELES	90173800	PARKING LOT IN FRONT OF CHEMISTRY BUILDING	PARKING LOT IN FRONT OF CHEMISTRY BUILDING UNIVERSITY		ERNS
		UNIVERSITY PARK C	PARK C		
LOS ANGELES	8721948	PARKING LOT @ 9535 BRASHEAR	PARKING LOT @ 9535 BRASHEAR		ERNS
LOS ANGELES	S106721827	ACTA NORTH - RAIL ROW	SANTA FE	90021	CA SLIC
LOS ANGELES	1007442153	CROWN COACH SITE	SANTA FE AVENUE AND WASHINGTON BLVD.		US BROWNFIELDS
LOS ANGELES	S106539437	THOUSAND OAKS COUNTY 1962	11100 SANTA MONICA BL. STE. 300		SWF/LF
LOS ANGELES	1000350193	LA PUMPING PLANT #92	900 W SOUTHERLAND AVE	90012	CERCLIS, RCRA-SQG, FINDS
LOS ANGELES	S106568231	SO CAL GAS/ALISO SITE-WIDE HISTORY	TEMPLE/VIGNES/LYON/KELLER/ALHAMBRA STS.	90013	VCP

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

**Elapsed ASTM days:** Provides confirmation that this EDR report meets or exceeds the 90-day updating requirement of the ASTM standard.

### FEDERAL ASTM STANDARD RECORDS

#### **NPL: National Priority List**

Source: EPA

Telephone: N/A

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 12/14/04

Date Made Active at EDR: 02/03/05

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 02/01/05

Elapsed ASTM days: 2

Date of Last EDR Contact: 02/01/05

#### **NPL Site Boundaries**

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)  
Telephone: 202-564-7333

EPA Region 1  
Telephone 617-918-1143

EPA Region 3  
Telephone 215-814-5418

EPA Region 4  
Telephone 404-562-8033

EPA Region 6  
Telephone: 214-655-6659

EPA Region 8  
Telephone: 303-312-6774

#### **Proposed NPL: Proposed National Priority List Sites**

Source: EPA

Telephone: N/A

Date of Government Version: 12/14/04

Date Made Active at EDR: 02/03/05

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 02/01/05

Elapsed ASTM days: 2

Date of Last EDR Contact: 02/01/05

#### **CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System**

Source: EPA

Telephone: 703-413-0223

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 12/14/04

Date Made Active at EDR: 02/08/05

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 12/21/04

Elapsed ASTM days: 49

Date of Last EDR Contact: 12/21/04

#### **CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned**

Source: EPA

Telephone: 703-413-0223

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/14/04  
Date Made Active at EDR: 02/08/05  
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 12/21/04  
Elapsed ASTM days: 49  
Date of Last EDR Contact: 12/21/04

### **CORRACTS:** Corrective Action Report

Source: EPA  
Telephone: 800-424-9346

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/15/04  
Date Made Active at EDR: 02/25/05  
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 01/07/05  
Elapsed ASTM days: 49  
Date of Last EDR Contact: 12/07/04

### **RCRA:** Resource Conservation and Recovery Act Information

Source: EPA  
Telephone: 800-424-9346

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 11/23/04  
Date Made Active at EDR: 01/18/05  
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 11/24/04  
Elapsed ASTM days: 55  
Date of Last EDR Contact: 11/24/04

### **ERNS:** Emergency Response Notification System

Source: National Response Center, United States Coast Guard  
Telephone: 202-260-2342

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/04  
Date Made Active at EDR: 03/24/05  
Database Release Frequency: Annually

Date of Data Arrival at EDR: 01/27/05  
Elapsed ASTM days: 56  
Date of Last EDR Contact: 01/27/05

### **FEDERAL ASTM SUPPLEMENTAL RECORDS**

#### **BRS:** Biennial Reporting System

Source: EPA/NTIS  
Telephone: 800-424-9346

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/01/01  
Database Release Frequency: Biennially

Date of Last EDR Contact: 12/13/04  
Date of Next Scheduled EDR Contact: 03/14/05

#### **CONSENT:** Superfund (CERCLA) Consent Decrees

Source: Department of Justice, Consent Decree Library  
Telephone: Varies

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/03  
Database Release Frequency: Varies

Date of Last EDR Contact: 01/03/05  
Date of Next Scheduled EDR Contact: 04/04/05

### INDIAN RESERV: Indian Reservations

Source: USGS  
Telephone: 202-208-3710

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 10/01/03  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 02/08/05  
Date of Next Scheduled EDR Contact: 05/09/05

### RAATS: RCRA Administrative Action Tracking System

Source: EPA  
Telephone: 202-564-4104

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/95  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 12/06/04  
Date of Next Scheduled EDR Contact: 03/07/05

### TRIS: Toxic Chemical Release Inventory System

Source: EPA  
Telephone: 202-566-0250

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/02  
Database Release Frequency: Annually

Date of Last EDR Contact: 12/20/04  
Date of Next Scheduled EDR Contact: 03/21/05

### TSCA: Toxic Substances Control Act

Source: EPA  
Telephone: 202-260-5521

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/02  
Database Release Frequency: Every 4 Years

Date of Last EDR Contact: 12/06/04  
Date of Next Scheduled EDR Contact: 03/07/05

### FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Source: EPA  
Telephone: 202-564-2501

Date of Government Version: 04/13/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/01/04  
Date of Next Scheduled EDR Contact: 03/21/05

### SSTS: Section 7 Tracking Systems

Source: EPA  
Telephone: 202-564-5008

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/03  
Database Release Frequency: Annually

Date of Last EDR Contact: 11/29/04  
Date of Next Scheduled EDR Contact: 04/18/05



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Source: EPA/Office of Prevention, Pesticides and Toxic Substances

Telephone: 202-564-2501

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 09/13/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/01/04  
Date of Next Scheduled EDR Contact: 03/21/05

### STATE OF CALIFORNIA ASTM STANDARD RECORDS

#### AWP: Annual Workplan Sites

Source: California Environmental Protection Agency

Telephone: 916-323-3400

Known Hazardous Waste Sites. California DTSC's Annual Workplan (AWP), formerly BEP, identifies known hazardous substance sites targeted for cleanup.

Date of Government Version: 11/09/04  
Date Made Active at EDR: 01/04/05  
Database Release Frequency: Annually

Date of Data Arrival at EDR: 12/02/04  
Elapsed ASTM days: 33  
Date of Last EDR Contact: 03/01/05

#### CAL-SITES: Calsites Database

Source: Department of Toxic Substance Control

Telephone: 916-323-3400

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database.

Date of Government Version: 11/09/04  
Date Made Active at EDR: 01/04/05  
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 12/02/04  
Elapsed ASTM days: 33  
Date of Last EDR Contact: 03/01/05

#### CHMIRS: California Hazardous Material Incident Report System

Source: Office of Emergency Services

Telephone: 916-845-8400

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 12/31/03  
Date Made Active at EDR: 06/25/04  
Database Release Frequency: Varies

Date of Data Arrival at EDR: 05/18/04  
Elapsed ASTM days: 38  
Date of Last EDR Contact: 02/23/05

#### CORTESE: "Cortese" Hazardous Waste & Substances Sites List

Source: CAL EPA/Office of Emergency Information

Telephone: 916-323-9100

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites). This listing is no longer updated by the state agency.

Date of Government Version: 04/01/01  
Date Made Active at EDR: 07/26/01  
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 05/29/01  
Elapsed ASTM days: 58  
Date of Last EDR Contact: 01/25/05

#### NOTIFY 65: Proposition 65 Records

Source: State Water Resources Control Board

Telephone: 916-445-3846

Proposition 65 Notification Records. NOTIFY 65 contains facility notifications about any release which could impact drinking water and thereby expose the public to a potential health risk.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/21/93  
Date Made Active at EDR: 11/19/93  
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 11/01/93  
Elapsed ASTM days: 18  
Date of Last EDR Contact: 01/17/05

**TOXIC PITS:** Toxic Pits Cleanup Act Sites

Source: State Water Resources Control Board  
Telephone: 916-227-4364

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/95  
Date Made Active at EDR: 09/26/95  
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 08/30/95  
Elapsed ASTM days: 27  
Date of Last EDR Contact: 02/01/05

**SWF/LF (SWIS):** Solid Waste Information System

Source: Integrated Waste Management Board  
Telephone: 916-341-6320

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 12/13/04  
Date Made Active at EDR: 01/24/05  
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 12/14/04  
Elapsed ASTM days: 41  
Date of Last EDR Contact: 12/14/04

**WMUDS/SWAT:** Waste Management Unit Database

Source: State Water Resources Control Board  
Telephone: 916-227-4448

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties information.

Date of Government Version: 04/01/00  
Date Made Active at EDR: 05/10/00  
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 04/10/00  
Elapsed ASTM days: 30  
Date of Last EDR Contact: 12/06/04

**LUST:** Leaking Underground Storage Tank Information System

Source: State Water Resources Control Board  
Telephone: 916-341-5752

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 01/10/05  
Date Made Active at EDR: 02/21/05  
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 01/10/05  
Elapsed ASTM days: 42  
Date of Last EDR Contact: 01/10/05

**CA BOND EXP. PLAN:** Bond Expenditure Plan

Source: Department of Health Services  
Telephone: 916-255-2118

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/89  
Date Made Active at EDR: 08/02/94  
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 07/27/94  
Elapsed ASTM days: 6  
Date of Last EDR Contact: 05/31/94

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### CA UST:

#### UST: Active UST Facilities

Source: SWRCB

Telephone: 916-341-5752

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 01/10/05

Date Made Active at EDR: 02/21/05

Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 01/10/05

Elapsed ASTM days: 42

Date of Last EDR Contact: 01/10/05

### VCP: Voluntary Cleanup Program Properties

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 11/09/04

Date Made Active at EDR: 01/24/05

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 12/02/04

Elapsed ASTM days: 53

Date of Last EDR Contact: 03/01/05

### INDIAN LUST: Leaking Underground Storage Tanks on Indian Land

Source: Environmental Protection Agency

Telephone: 415-972-3372

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 01/14/05

Date Made Active at EDR: 03/03/05

Database Release Frequency: Varies

Date of Data Arrival at EDR: 01/14/05

Elapsed ASTM days: 48

Date of Last EDR Contact: 02/22/05

### INDIAN LUST: Leaking Underground Storage Tanks on Indian Land

Source: EPA Region 10

Telephone: 206-553-2857

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 12/21/04

Date Made Active at EDR: 02/03/05

Database Release Frequency: Varies

Date of Data Arrival at EDR: 12/21/04

Elapsed ASTM days: 44

Date of Last EDR Contact: 01/31/05

### INDIAN UST: Underground Storage Tanks on Indian Land

Source: EPA Region 9

Telephone: 415-972-3368

Date of Government Version: 11/02/04

Date Made Active at EDR: 12/13/04

Database Release Frequency: Varies

Date of Data Arrival at EDR: 11/03/04

Elapsed ASTM days: 40

Date of Last EDR Contact: 02/22/05

### CA FID UST: Facility Inventory Database

Source: California Environmental Protection Agency

Telephone: 916-445-6532

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/94

Date Made Active at EDR: 09/29/95

Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 09/05/95

Elapsed ASTM days: 24

Date of Last EDR Contact: 12/28/98

### HIST UST: Hazardous Substance Storage Container Database

Source: State Water Resources Control Board

Telephone: 916-341-5700

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/15/90  
Date Made Active at EDR: 02/12/91  
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 01/25/91  
Elapsed ASTM days: 18  
Date of Last EDR Contact: 07/26/01

### STATE OF CALIFORNIA ASTM SUPPLEMENTAL RECORDS

#### **AST:** Aboveground Petroleum Storage Tank Facilities

Source: State Water Resources Control Board  
Telephone: 916-341-5712  
Registered Aboveground Storage Tanks.

Date of Government Version: 12/01/03  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 02/24/05  
Date of Next Scheduled EDR Contact: 05/02/05

#### **CLEANERS:** Cleaner Facilities

Source: Department of Toxic Substance Control  
Telephone: 916-327-4498

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 11/29/04  
Database Release Frequency: Annually

Date of Last EDR Contact: 01/04/05  
Date of Next Scheduled EDR Contact: 04/04/05

#### **CA WDS:** Waste Discharge System

Source: State Water Resources Control Board  
Telephone: 916-341-5227  
Sites which have been issued waste discharge requirements.

Date of Government Version: 12/20/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/21/04  
Date of Next Scheduled EDR Contact: 03/21/05

#### **DEED:** Deed Restriction Listing

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 10/04/04  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 01/04/05  
Date of Next Scheduled EDR Contact: 04/04/05

#### **NFA:** No Further Action Determination

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400

This category contains properties at which DTSC has made a clear determination that the property does not pose a problem to the environment or to public health.

Date of Government Version: 11/09/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/01/05  
Date of Next Scheduled EDR Contact: 05/30/05

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### EMI: Emissions Inventory Data

Source: California Air Resources Board

Telephone: 916-322-2990

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/02

Database Release Frequency: Varies

Date of Last EDR Contact: 01/21/05

Date of Next Scheduled EDR Contact: 04/18/05

### REF: Unconfirmed Properties Referred to Another Agency

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

This category contains properties where contamination has not been confirmed and which were determined as not requiring direct DTSC Site Mitigation Program action or oversight. Accordingly, these sites have been referred to another state or local regulatory agency.

Date of Government Version: 11/09/04

Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/01/05

Date of Next Scheduled EDR Contact: 05/30/05

### SCH: School Property Evaluation Program

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

This category contains properties proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 11/09/04

Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/01/05

Date of Next Scheduled EDR Contact: 05/30/05

### NFE: Properties Needing Further Evaluation

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

This category contains properties that are suspected of being contaminated. These are unconfirmed contaminated properties that need to be assessed using the PEA process. PEA in Progress indicates properties where DTSC is currently conducting a PEA. PEA Required indicates properties where DTSC has determined a PEA is required, but not currently underway.

Date of Government Version: 11/09/04

Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/01/05

Date of Next Scheduled EDR Contact: 05/30/05

### SLIC: Statewide SLIC Cases

Source: State Water Resources Control Board

Telephone: 916-341-5752

The Spills, Leaks, Investigations, and Cleanups (SLIC) listings includes unauthorized discharges from spills and leaks, other than from underground storage tanks or other regulated sites.

Date of Government Version: 01/10/05

Database Release Frequency: Varies

Date of Last EDR Contact: 01/10/05

Date of Next Scheduled EDR Contact: 04/11/05

### HAZNET: Facility and Manifest Data

Source: California Environmental Protection Agency

Telephone: 916-255-1136

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/02

Database Release Frequency: Annually

Date of Last EDR Contact: 02/17/05

Date of Next Scheduled EDR Contact: 05/09/05

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## LOCAL RECORDS

### ALAMEDA COUNTY:

**Local Oversight Program Listing of UGT Cleanup Sites**  
Source: Alameda County Environmental Health Services  
Telephone: 510-567-6700

Date of Government Version: 11/24/04  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 01/24/05  
Date of Next Scheduled EDR Contact: 04/25/05

**Underground Tanks**  
Source: Alameda County Environmental Health Services  
Telephone: 510-567-6700

Date of Government Version: 11/24/04  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 01/24/05  
Date of Next Scheduled EDR Contact: 04/25/05

### CONTRA COSTA COUNTY:

**Site List**  
Source: Contra Costa Health Services Department  
Telephone: 925-646-2286

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 12/13/04  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 02/28/05  
Date of Next Scheduled EDR Contact: 05/30/05

### FRESNO COUNTY:

**CUPA Resources List**  
Source: Dept. of Community Health  
Telephone: 559-445-3271

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 01/19/05  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 01/19/05  
Date of Next Scheduled EDR Contact: 05/09/05

### KERN COUNTY:

**Underground Storage Tank Sites & Tank Listing**  
Source: Kern County Environment Health Services Department  
Telephone: 661-862-8700  
Kern County Sites and Tanks Listing.

Date of Government Version: 12/13/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/06/04  
Date of Next Scheduled EDR Contact: 03/07/05

### LOS ANGELES COUNTY:

**List of Solid Waste Facilities**  
Source: La County Department of Public Works  
Telephone: 818-458-5185

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/03/03  
Database Release Frequency: Varies

Date of Last EDR Contact: 02/18/05  
Date of Next Scheduled EDR Contact: 05/16/05

**City of El Segundo Underground Storage Tank**  
Source: City of El Segundo Fire Department  
Telephone: 310-524-2236

Date of Government Version: 02/14/05  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 02/14/05  
Date of Next Scheduled EDR Contact: 05/16/05

**City of Long Beach Underground Storage Tank**  
Source: City of Long Beach Fire Department  
Telephone: 562-570-2543

Date of Government Version: 03/28/03  
Database Release Frequency: Annually

Date of Last EDR Contact: 02/23/05  
Date of Next Scheduled EDR Contact: 05/23/05

**City of Torrance Underground Storage Tank**  
Source: City of Torrance Fire Department  
Telephone: 310-618-2973

Date of Government Version: 12/03/04  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 02/28/05  
Date of Next Scheduled EDR Contact: 05/16/05

**City of Los Angeles Landfills**  
Source: Engineering & Construction Division  
Telephone: 213-473-7869

Date of Government Version: 03/01/04  
Database Release Frequency: Varies

Date of Last EDR Contact: 12/13/04  
Date of Next Scheduled EDR Contact: 03/14/05

**HMS: Street Number List**  
Source: Department of Public Works  
Telephone: 626-458-3517  
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 09/30/04  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 02/14/05  
Date of Next Scheduled EDR Contact: 05/16/05

**Site Mitigation List**  
Source: Community Health Services  
Telephone: 323-890-7806  
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 02/26/04  
Database Release Frequency: Annually

Date of Last EDR Contact: 02/14/05  
Date of Next Scheduled EDR Contact: 05/16/05

**San Gabriel Valley Areas of Concern**  
Source: EPA Region 9  
Telephone: 415-972-3178  
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 12/31/98  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 07/06/99  
Date of Next Scheduled EDR Contact: N/A

## MARIN COUNTY:

**Underground Storage Tank Sites**  
Source: Public Works Department Waste Management  
Telephone: 415-499-6647  
Currently permitted USTs in Marin County.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 11/16/04  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 01/31/05  
Date of Next Scheduled EDR Contact: 05/02/05

## NAPA COUNTY:

### Sites With Reported Contamination

Source: Napa County Department of Environmental Management  
Telephone: 707-253-4269

Date of Government Version: 12/27/04  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/28/04  
Date of Next Scheduled EDR Contact: 03/28/05

### Closed and Operating Underground Storage Tank Sites

Source: Napa County Department of Environmental Management  
Telephone: 707-253-4269

Date of Government Version: 12/27/04  
Database Release Frequency: Annually

Date of Last EDR Contact: 12/27/04  
Date of Next Scheduled EDR Contact: 03/28/05

## ORANGE COUNTY:

### List of Underground Storage Tank Cleanups

Source: Health Care Agency  
Telephone: 714-834-3446  
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 12/01/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/10/04  
Date of Next Scheduled EDR Contact: 03/07/05

### List of Underground Storage Tank Facilities

Source: Health Care Agency  
Telephone: 714-834-3446  
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 12/01/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/10/04  
Date of Next Scheduled EDR Contact: 03/07/05

### List of Industrial Site Cleanups

Source: Health Care Agency  
Telephone: 714-834-3446  
Petroleum and non-petroleum spills.

Date of Government Version: 12/01/04  
Database Release Frequency: Annually

Date of Last EDR Contact: 12/10/04  
Date of Next Scheduled EDR Contact: 03/07/05

## PLACER COUNTY:

### Master List of Facilities

Source: Placer County Health and Human Services  
Telephone: 530-889-7312  
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 01/13/05  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/20/04  
Date of Next Scheduled EDR Contact: 03/21/05



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## RIVERSIDE COUNTY:

### Listing of Underground Tank Cleanup Sites

Source: Department of Public Health

Telephone: 909-358-5055

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 12/06/04

Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/17/05

Date of Next Scheduled EDR Contact: 04/18/05

### Underground Storage Tank Tank List

Source: Health Services Agency

Telephone: 909-358-5055

Date of Government Version: 02/14/05

Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/17/04

Date of Next Scheduled EDR Contact: 04/18/05

## SACRAMENTO COUNTY:

### CS - Contaminated Sites

Source: Sacramento County Environmental Management

Telephone: 916-875-8406

Date of Government Version: 06/28/04

Database Release Frequency: Quarterly

Date of Last EDR Contact: 02/04/05

Date of Next Scheduled EDR Contact: 05/02/05

### ML - Regulatory Compliance Master List

Source: Sacramento County Environmental Management

Telephone: 916-875-8406

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 10/15/04

Database Release Frequency: Quarterly

Date of Last EDR Contact: 02/04/05

Date of Next Scheduled EDR Contact: 05/02/05

## SAN BERNARDINO COUNTY:

### Hazardous Material Permits

Source: San Bernardino County Fire Department Hazardous Materials Division

Telephone: 909-387-3041

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 01/07/05

Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/06/04

Date of Next Scheduled EDR Contact: 03/07/05

## SAN DIEGO COUNTY:

### Solid Waste Facilities

Source: Department of Health Services

Telephone: 619-338-2209

San Diego County Solid Waste Facilities.

Date of Government Version: 08/01/00

Database Release Frequency: Varies

Date of Last EDR Contact: 02/22/05

Date of Next Scheduled EDR Contact: 05/23/05

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### Hazardous Materials Management Division Database

Source: Hazardous Materials Management Division  
Telephone: 619-338-2268

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 06/29/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/10/05  
Date of Next Scheduled EDR Contact: 04/04/05

### SAN FRANCISCO COUNTY:

#### Local Oversight Facilities

Source: Department Of Public Health San Francisco County  
Telephone: 415-252-3920

Date of Government Version: 12/09/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/06/04  
Date of Next Scheduled EDR Contact: 03/07/05

#### Underground Storage Tank Information

Source: Department of Public Health  
Telephone: 415-252-3920

Date of Government Version: 12/09/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/06/04  
Date of Next Scheduled EDR Contact: 03/07/05

### SAN MATEO COUNTY:

#### Fuel Leak List

Source: San Mateo County Environmental Health Services Division  
Telephone: 650-363-1921

Date of Government Version: 10/27/04  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 01/10/05  
Date of Next Scheduled EDR Contact: 04/11/05

#### Business Inventory

Source: San Mateo County Environmental Health Services Division  
Telephone: 650-363-1921

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 08/19/04  
Database Release Frequency: Annually

Date of Last EDR Contact: 01/10/05  
Date of Next Scheduled EDR Contact: 04/11/05

### SANTA CLARA COUNTY:

#### Fuel Leak Site Activity Report

Source: Santa Clara Valley Water District  
Telephone: 408-265-2600

Date of Government Version: 06/30/04  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/28/04  
Date of Next Scheduled EDR Contact: 03/28/05

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### Hazardous Material Facilities

Source: City of San Jose Fire Department  
Telephone: 408-277-4659

Date of Government Version: 01/14/05  
Database Release Frequency: Annually

Date of Last EDR Contact: 03/07/05  
Date of Next Scheduled EDR Contact: 06/06/05

### SOLANO COUNTY:

#### Leaking Underground Storage Tanks

Source: Solano County Department of Environmental Management  
Telephone: 707-421-6770

Date of Government Version: 12/14/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/13/04  
Date of Next Scheduled EDR Contact: 03/14/05

#### Underground Storage Tanks

Source: Solano County Department of Environmental Management  
Telephone: 707-421-6770

Date of Government Version: 12/14/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/13/04  
Date of Next Scheduled EDR Contact: 03/14/05

### SONOMA COUNTY:

#### Leaking Underground Storage Tank Sites

Source: Department of Health Services  
Telephone: 707-565-6565

Date of Government Version: 01/27/05  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/24/05  
Date of Next Scheduled EDR Contact: 04/25/05

### SUTTER COUNTY:

#### Underground Storage Tanks

Source: Sutter County Department of Agriculture  
Telephone: 530-822-7500

Date of Government Version: 01/29/04  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 01/03/05  
Date of Next Scheduled EDR Contact: 04/04/05

### VENTURA COUNTY:

#### Inventory of Illegal Abandoned and Inactive Sites

Source: Environmental Health Division  
Telephone: 805-654-2813  
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 08/01/04  
Database Release Frequency: Annually

Date of Last EDR Contact: 02/23/05  
Date of Next Scheduled EDR Contact: 05/23/05

#### Listing of Underground Tank Cleanup Sites

Source: Environmental Health Division  
Telephone: 805-654-2813  
Ventura County Underground Storage Tank Cleanup Sites (LUST).

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 11/30/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/17/04  
Date of Next Scheduled EDR Contact: 03/14/05

## Underground Tank Closed Sites List

Source: Environmental Health Division  
Telephone: 805-654-2813

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 12/01/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/14/05  
Date of Next Scheduled EDR Contact: 04/11/05

## Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

Source: Ventura County Environmental Health Division  
Telephone: 805-654-2813

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 12/01/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/17/04  
Date of Next Scheduled EDR Contact: 03/14/05

## YOLO COUNTY:

### Underground Storage Tank Comprehensive Facility Report

Source: Yolo County Department of Health  
Telephone: 530-666-8646

Date of Government Version: 01/18/05  
Database Release Frequency: Annually

Date of Last EDR Contact: 01/17/05  
Date of Next Scheduled EDR Contact: 04/18/05

## California Regional Water Quality Control Board (RWQCB) LUST Records

### LUST REG 1: Active Toxic Site Investigation

Source: California Regional Water Quality Control Board North Coast (1)  
Telephone: 707-576-2220

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/01  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 02/23/05  
Date of Next Scheduled EDR Contact: 05/23/05

### LUST REG 2: Fuel Leak List

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)  
Telephone: 510-286-0457

Date of Government Version: 09/30/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/10/05  
Date of Next Scheduled EDR Contact: 04/11/05

### LUST REG 3: Leaking Underground Storage Tank Database

Source: California Regional Water Quality Control Board Central Coast Region (3)  
Telephone: 805-549-3147

Date of Government Version: 05/19/03  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 02/14/05  
Date of Next Scheduled EDR Contact: 05/16/05

### LUST REG 4: Underground Storage Tank Leak List

Source: California Regional Water Quality Control Board Los Angeles Region (4)  
Telephone: 213-576-6600

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/07/04  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 12/27/04  
Date of Next Scheduled EDR Contact: 03/28/05

**LUST REG 5: Leaking Underground Storage Tank Database**  
Source: California Regional Water Quality Control Board Central Valley Region (5)  
Telephone: 916-464-3291

Date of Government Version: 01/01/05  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/07/05  
Date of Next Scheduled EDR Contact: 04/04/05

**LUST REG 6L: Leaking Underground Storage Tank Case Listing**  
Source: California Regional Water Quality Control Board Lahontan Region (6)  
Telephone: 916-542-5424

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/03  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 12/06/04  
Date of Next Scheduled EDR Contact: 03/07/05

**LUST REG 6V: Leaking Underground Storage Tank Case Listing**  
Source: California Regional Water Quality Control Board Victorville Branch Office (6)  
Telephone: 760-346-7491

Date of Government Version: 08/09/04  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 01/03/05  
Date of Next Scheduled EDR Contact: 04/04/05

**LUST REG 7: Leaking Underground Storage Tank Case Listing**  
Source: California Regional Water Quality Control Board Colorado River Basin Region (7)  
Telephone: 760-346-7491

Date of Government Version: 02/26/04  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 12/27/04  
Date of Next Scheduled EDR Contact: 03/28/05

**LUST REG 8: Leaking Underground Storage Tanks**  
Source: California Regional Water Quality Control Board Santa Ana Region (8)  
Telephone: 951-782-4130

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 11/01/04  
Database Release Frequency: Varies

Date of Last EDR Contact: 02/08/05  
Date of Next Scheduled EDR Contact: 05/09/05

**LUST REG 9: Leaking Underground Storage Tank Report**  
Source: California Regional Water Quality Control Board San Diego Region (9)  
Telephone: 858-467-2980

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/01  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 01/17/05  
Date of Next Scheduled EDR Contact: 04/18/05

## California Regional Water Quality Control Board (RWQCB) SLIC Records

**SLIC REG 1: Active Toxic Site Investigations**  
Source: California Regional Water Quality Control Board, North Coast Region (1)  
Telephone: 707-576-2220

Date of Government Version: 04/03/03  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 02/23/05  
Date of Next Scheduled EDR Contact: 05/23/05

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

**SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing**

Source: Regional Water Quality Control Board San Francisco Bay Region (2)  
Telephone: 510-286-0457

Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 09/30/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/10/05  
Date of Next Scheduled EDR Contact: 04/11/05

**SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing**

Source: California Regional Water Quality Control Board Central Coast Region (3)  
Telephone: 805-549-3147

Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 11/18/04  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 02/14/05  
Date of Next Scheduled EDR Contact: 05/23/05

**SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing**

Source: Region Water Quality Control Board Los Angeles Region (4)  
Telephone: 213-576-6600

Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 11/17/04  
Database Release Frequency: Varies

Date of Last EDR Contact: 01/24/05  
Date of Next Scheduled EDR Contact: 04/25/05

**SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing**

Source: Regional Water Quality Control Board Central Valley Region (5)  
Telephone: 916-464-3291

Unregulated sites that impact groundwater or have the potential to impact groundwater.

Date of Government Version: 10/01/04  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 01/04/05  
Date of Next Scheduled EDR Contact: 04/04/05

**SLIC REG 6L: SLIC Sites**

Source: California Regional Water Quality Control Board, Lahontan Region  
Telephone: 530-542-5574

Date of Government Version: 09/07/04  
Database Release Frequency: Varies

Date of Last EDR Contact: 12/06/04  
Date of Next Scheduled EDR Contact: 03/07/05

**SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing**

Source: Regional Water Quality Control Board, Victorville Branch  
Telephone: 619-241-6583

Date of Government Version: 01/25/05  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/17/04  
Date of Next Scheduled EDR Contact: 04/04/05

**SLIC REG 7: SLIC List**

Source: California Regional Quality Control Board, Colorado River Basin Region  
Telephone: 760-346-7491

Date of Government Version: 11/24/04  
Database Release Frequency: Varies

Date of Last EDR Contact: 02/22/05  
Date of Next Scheduled EDR Contact: 05/23/05

**SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing**

Source: California Region Water Quality Control Board Santa Ana Region (8)  
Telephone: 951-782-3298

Date of Government Version: 07/01/04  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 01/07/05  
Date of Next Scheduled EDR Contact: 04/04/05

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

**SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing**  
Source: California Regional Water Quality Control Board San Diego Region (9)  
Telephone: 858-467-2980

Date of Government Version: 09/10/04  
Database Release Frequency: Annually

Date of Last EDR Contact: 03/01/05  
Date of Next Scheduled EDR Contact: 05/30/05

## EDR PROPRIETARY HISTORICAL DATABASES

**EDR Historical Gas Station and Dry Cleaners:** EDR has searched select national collections of business directories and has collected listings of potential dry cleaner and gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning and gas station/filling station/service station establishments. The categories reviewed included, but were not limited to: *gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, dry cleaner, cleaners, laundry, laundromat, cleaning/laundry, wash & dry, etc.*

This information is meant to assist and complement environmental professionals in their conduct of environmental site assessments, and is not meant to be a substitute for a full historical investigation as defined in ASTM E1527. The information provided in this proprietary database may or may not be complete; i.e., the absence of a dry cleaner or gas station/filling station/service station site does not necessarily mean that such a site did not exist in the area covered by this report.

*(A note on "dry cleaning" sites: it is not possible for EDR to differentiate between establishments that use PERC on-site as a cleaning solvent and sites that function simply as drop-off and pick-up locations or that are traditional wet cleaning/laundry facilities. Therefore, it is essential for environmental professionals to incorporate professional judgment in the evaluation of each site.)*

**Former Manufactured Gas (Coal Gas) Sites:** The existence and location of Coal Gas sites is provided exclusively to EDR by Real Property Scan, Inc. ©Copyright 1993 Real Property Scan, Inc. For a technical description of the types of hazards which may be found at such sites, contact your EDR customer service representative.

### **Disclaimer Provided by Real Property Scan, Inc.**

The information contained in this report has predominantly been obtained from publicly available sources produced by entities other than Real Property Scan. While reasonable steps have been taken to insure the accuracy of this report, Real Property Scan does not guarantee the accuracy of this report. Any liability on the part of Real Property Scan is strictly limited to a refund of the amount paid. No claim is made for the actual existence of toxins at any site. This report does not constitute a legal opinion.

## BROWNFIELDS DATABASES

**VCP: Voluntary Cleanup Program Properties**  
Source: Department of Toxic Substances Control  
Telephone: 916-323-3400

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 11/09/04  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/01/05  
Date of Next Scheduled EDR Contact: 05/30/05

### **US BROWNFIELDS: A Listing of Brownfields Sites**

Source: Environmental Protection Agency  
Telephone: 202-566-2777

Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities—especially those without EPA Brownfields Assessment Demonstration Pilots—minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients—States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: N/A  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: N/A  
Date of Next Scheduled EDR Contact: N/A

## OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

**Oil/Gas Pipelines:** This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

### **Electric Power Transmission Line Data**

Source: PennWell Corporation  
Telephone: (800) 823-6277

This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

**Sensitive Receptors:** There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

### **AHA Hospitals:**

Source: American Hospital Association, Inc.  
Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

### **Medical Centers: Provider of Services Listing**

Source: Centers for Medicare & Medicaid Services  
Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

### **Nursing Homes**

Source: National Institutes of Health  
Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

### **Public Schools**

Source: National Center for Education Statistics  
Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

### **Private Schools**

Source: National Center for Education Statistics  
Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

### **Daycare Centers: Licensed Facilities**

Source: Department of Social Services  
Telephone: 916-657-4041

**Flood Zone Data:** This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

**NWI:** National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## STREET AND ADDRESS INFORMATION

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## GEOCHECK<sup>®</sup>- PHYSICAL SETTING SOURCE ADDENDUM

### TARGET PROPERTY ADDRESS

PARKING LOT  
320 SANTA FE AVENUE  
LOS ANGELES, CA 90012

### TARGET PROPERTY COORDINATES

Latitude (North):	34.045502 - 34° 2' 43.8"
Longitude (West):	118.232498 - 118° 13' 57.0"
Universal Transverse Mercator:	Zone 11
UTM X (Meters):	386236.2
UTM Y (Meters):	3767691.5
Elevation:	264 ft. above sea level

EDR's GeoCheck Physical Setting Source Addendum has been developed to assist the environmental professional with the collection of physical setting source information in accordance with ASTM 1527-00, Section 7.2.3. Section 7.2.3 requires that a current USGS 7.5 Minute Topographic Map (or equivalent, such as the USGS Digital Elevation Model) be reviewed. It also requires that one or more additional physical setting sources be sought when (1) conditions have been identified in which hazardous substances or petroleum products are likely to migrate to or from the property, and (2) more information than is provided in the current USGS 7.5 Minute Topographic Map (or equivalent) is generally obtained, pursuant to local good commercial or customary practice, to assess the impact of migration of recognized environmental conditions in connection with the property. Such additional physical setting sources generally include information about the topographic, hydrologic, hydrogeologic, and geologic characteristics of a site, and wells in the area.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata. EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

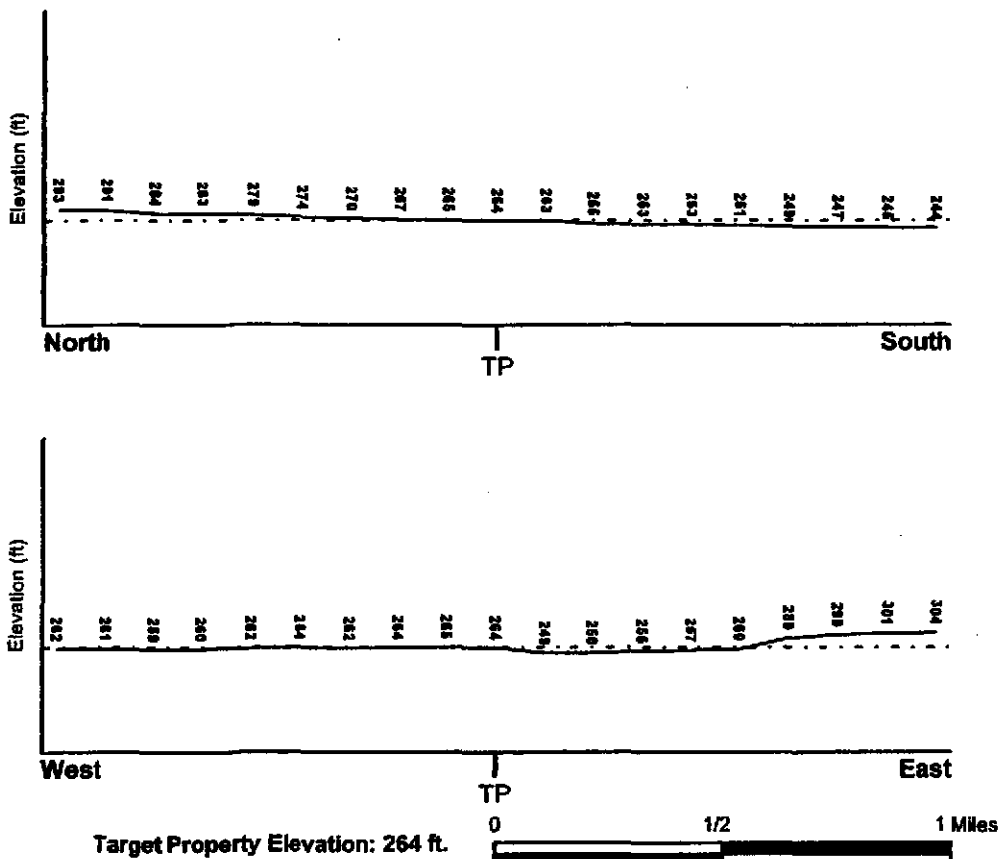
## TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

## TARGET PROPERTY TOPOGRAPHY

USGS Topographic Map: 34118-A2 LOS ANGELES, CA  
General Topographic Gradient: General SE  
Source: USGS 7.5 min quad index

## SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

### HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

### FEMA FLOOD ZONE

<u>Target Property County</u> LOS ANGELES, CA	<u>FEMA Flood Electronic Data</u> YES - refer to the Overview Map and Detail Map
Flood Plain Panel at Target Property:	0601370075C
Additional Panels in search area:	0601370074C

### NATIONAL WETLAND INVENTORY

<u>NWI Quad at Target Property</u> LOS ANGELES	<u>NWI Electronic Data Coverage</u> Not Available
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### HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

#### *Site-Specific Hydrogeological Data\*:*

Search Radius:	1.25 miles
Location Relative to TP:	1/2 - 1 Mile North
Site Name:	MOGUL CORP
Site EPA ID Number:	CAD056437460
Groundwater Flow Direction:	West-Northwest
Inferred Depth to Water:	20 feet to 50 feet.
Hydraulic Connection:	The site is located in a groundwater recharge area.
Sole Source Aquifer:	No information about a sole source aquifer is available
Data Quality:	Information is inferred in the CERCLIS investigation report(s)

### AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

<u>MAP ID</u>	<u>LOCATION FROM TP</u>	<u>GENERAL DIRECTION GROUNDWATER FLOW</u>
2	1/2 - 1 Mile ESE	SW
A3	1/2 - 1 Mile ENE	Not Reported
A4	1/2 - 1 Mile ENE	SW

For additional site information, refer to Physical Setting Source Map Findings.

\* ©1996 Site-specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

### GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

### GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

#### ROCK STRATIGRAPHIC UNIT

Era: Cenozoic  
 System: Quaternary  
 Series: Quaternary  
 Code: Q (decoded above as Era, System & Series)

#### GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

### DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name: URBAN LAND

Soil Surface Texture: variable

Hydrologic Group: Not reported

Soil Drainage Class: Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 10 inches

Depth to Bedrock Max: > 10 inches

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Permeability Rate (in/hr)	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	6 inches	variable	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

### OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

- Soil Surface Textures: sandy loam  
gravelly - sandy loam  
silt loam  
clay  
sand  
gravelly - sand  
fine sandy loam  
fine sand
- Surficial Soil Types: sandy loam  
gravelly - sandy loam  
silt loam  
clay  
sand  
gravelly - sand  
fine sandy loam  
fine sand
- Shallow Soil Types: fine sandy loam  
gravelly - loam  
sandy clay  
sandy clay loam  
clay  
sand  
silty clay
- Deeper Soil Types: gravelly - sandy loam  
sandy loam  
stratified  
very gravelly - sandy loam  
weathered bedrock  
silty clay loam  
gravelly - fine sandy loam  
clay loam  
sand  
very fine sandy loam

### ADDITIONAL ENVIRONMENTAL RECORD SOURCES

According to ASTM E 1527-00, Section 7.2.2, "one or more additional state or local sources of environmental records may be checked, in the discretion of the environmental professional, to enhance and supplement federal and state sources... Factors to consider in determining which local or additional state records, if any, should be checked include (1) whether they are reasonably ascertainable, (2) whether they are sufficiently useful, accurate, and complete in light of the objective of the records review (see 7.1.1), and (3) whether they are obtained, pursuant to local, good commercial or customary practice." One of the record sources listed in Section 7.2.2 is water well information. Water well information can be used to assist the environmental professional in assessing sources that may impact groundwater flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## WELL SEARCH DISTANCE INFORMATION

<u>DATABASE</u>	<u>SEARCH DISTANCE (miles)</u>
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

## FEDERAL USGS WELL INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No Wells Found		

## FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
1	CA2202148	1/2 - 1 Mile NW

Note: PWS System location is not always the same as well location.

## STATE DATABASE WELL INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No Wells Found		





## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

<b>Map ID</b> <b>Direction</b> <b>Distance</b> <b>Elevation</b>		<b>Database</b>	<b>EDR ID Number</b>
1 NW 1/2 - 1 Mile Higher		FRDS PWS	CA2202148

**PWS ID:** CA2202148      **PWS Status:** Active  
**Date Initiated:** 8605      **Date Deactivated:** Not Reported  
**PWS Name:** WHISPERING PINES RECOVERY CENTER  
 WHISPERING PINES CAMP  
 6979 HWY  
 LOS ANGELES, CA 90053

**Addressee / Facility:** System Owner/Responsible Party  
 WHISPERING PINES CAMP  
 P O BOX 6  
 LOS ANGELES, CA 90053

<b>Facility Latitude:</b> 34 03 12	<b>Facility Longitude:</b> 118 14 18
<b>City Served:</b> Not Reported	
<b>Treatment Class:</b> Untreated	<b>Population:</b> 00000030

**PWS currently has or had major violation(s) or enforcement:** Yes

Violations information not reported.

**ENFORCEMENT INFORMATION:**

<b>System Name:</b> WHISPERING PINES RECOVERY	
<b>Violation Type:</b> Initial Tap Sampling for Pb and Cu	
<b>Contaminant:</b> LEAD & COPPER RULE	
<b>Compliance Period:</b> 1993-07-01 - 2015-12-31	<b>Analytical Value:</b> 0000000.000000000
<b>Violation ID:</b> 95V0001	<b>Enforcement ID:</b> Not Reported
<b>Enforcement Date:</b> Not Reported	<b>Enf. Action:</b> Not Reported

2 ESE 1/2 - 1 Mile Higher	<b>Site ID:</b> 900330161 <b>Groundwater Flow:</b> SW <b>Shallow Water Depth:</b> 25 <b>Deep Water Depth:</b> 25 <b>Average Water Depth:</b> Not Reported <b>Date:</b> 09/19/1996	<b>AQUIFLOW</b>	<b>38082</b>
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A3 ENE 1/2 - 1 Mile Higher	<b>Site ID:</b> 900330225 <b>Groundwater Flow:</b> Not Reported <b>Shallow Water Depth:</b> 40 <b>Deep Water Depth:</b> 50 <b>Average Water Depth:</b> Not Reported <b>Date:</b> 11/19/1997	<b>AQUIFLOW</b>	<b>38178</b>
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A4 ENE 1/2 - 1 Mile Higher	<b>Site ID:</b> 900330189 <b>Groundwater Flow:</b> SW <b>Shallow Water Depth:</b> 25.59 <b>Deep Water Depth:</b> 30.09 <b>Average Water Depth:</b> Not Reported <b>Date:</b> 05/26/1993	<b>AQUIFLOW</b>	<b>38076</b>
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## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS RADON

### AREA RADON INFORMATION

State Database: CA Radon

#### Radon Test Results

Zip	Total Sites	> 4 Pci/L	Pct. > 4 Pci/L
90012	2	0	0.00

Federal EPA Radon Zone for LOS ANGELES County: 2

- Note: Zone 1 indoor average level > 4 pCi/L.  
 : Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.  
 : Zone 3 indoor average level < 2 pCi/L.

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#### Federal Area Radon Information for LOS ANGELES COUNTY, CA

Number of sites tested: 63

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.711 pCi/L	98%	2%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	0.933 pCi/L	100%	0%	0%

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

## TOPOGRAPHIC INFORMATION

### **USGS 7.5' Digital Elevation Model (DEM)**

Source: United States Geologic Survey  
EDR acquired the USGS 7.5' Digital Elevation Model in 2002. 7.5-Minute DEMs correspond to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps.

## HYDROLOGIC INFORMATION

**Flood Zone Data:** This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

**NWI:** National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

## HYDROGEOLOGIC INFORMATION

### **AQUIFLOW<sup>R</sup> Information System**

Source: EDR proprietary database of groundwater flow information  
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

## GEOLOGIC INFORMATION

### **Geologic Age and Rock Stratigraphic Unit**

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, *Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).*

### **STATSGO: State Soil Geographic Database**

Source: Department of Agriculture, Natural Resources Conservation Services  
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

## ADDITIONAL ENVIRONMENTAL RECORD SOURCES

### **FEDERAL WATER WELLS**

#### **PWS: Public Water Systems**

Source: EPA/Office of Drinking Water  
Telephone: 202-564-3750  
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

#### **PWS ENF: Public Water Systems Violation and Enforcement Data**

Source: EPA/Office of Drinking Water  
Telephone: 202-564-3750  
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

#### **USGS Water Wells: USGS National Water Inventory System (NWIS)**

This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

## PHYSICAL SETTING SOURCE RECORDS SEARCHED

### STATE RECORDS

#### California Drinking Water Quality Database

Source: Department of Health Services

Telephone: 916-324-2319

The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

#### California Oil and Gas Well Locations for District 2, 3, 5 and 6

Source: Department of Conservation

Telephone: 916-323-1779

### RADON

#### State Database: CA Radon

Source: Department of Health Services

Telephone: 916-324-2208

Radon Database for California

#### Area Radon Information

Source: USGS

Telephone: 703-356-4020

The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

#### EPA Radon Zones

Source: EPA

Telephone: 703-356-4020

Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

### OTHER

#### Airport Landing Facilities: Private and public use landing facilities

Source: Federal Aviation Administration, 800-457-6656

#### Epicenters: World earthquake epicenters, Richter 5 or greater

Source: Department of Commerce, National Oceanic and Atmospheric Administration

**California Earthquake Fault Lines:** The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.



conducting soil and soil-gas sampling and analysis to test for suspect inorganic and organic compounds. Citadel recommends the following:

- **Soil Gas Survey** - Conduct a limited soil gas survey to test the underlying soil pore gas for evidence of petroleum hydrocarbons, methane, and volatile organic compounds. A 10-point survey is recommended throughout the Subject Property. The soil gas sampling points will be drilled to variable depths of 5 to 20 feet bgs, and a soil gas sample will be extracted and analyzed for the above constituents.
- **Soil Borings and Sampling** - Physical soil sampling may be warranted to test the underlying soil for fuel and solvent type compounds depending upon the outcome of the soil gas survey. The physical soil testing should be performed in the event that the soil gas survey shows evidence of soil contaminants present at select locations. The samples will be collected during the soil boring activities.
- **Asbestos, Lead, and Mold** - No further action.





information regarding these sites include: (1) a hazardous materials response/cleanup of a white powder, (2) generated hazardous oxygenated solvents, aqueous solutions, and waste oil, and (3) the presence four underground storage tanks currently in inactive status (300 South Santa Fe Avenue). Based on the following information and the visual assessment of the property and the identified regulatory findings of the Site addresses, the current Site usage presents a low to moderate potential impact to environmental integrity of the subject Site.

#### **Off-Site**

No visible sign of waste dumping or monitoring wells were observed on the immediately adjacent properties during our Site inspection.

According to the EDR Report, Citadel identified one CERCLIS, seven RCRIS-Small Quantity Generators, one AWP, two Cal Sites, five Cortese, five LUST, one CA EXP Plan, two UST, nine CA FID UST, six Historic UST, sixteen Historic Gas Stations/Dry Cleaners, and four Coal Gas sites within their respected ASTM radii of the Site. Based on the available information of these sites, the identification of the Responsible Party(s), and/or their relative proximity to the Site, these sites are considered to be low potential impact to the subject Site.

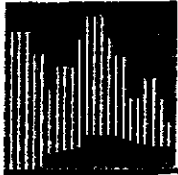
### **9.0 RECOMMENDATIONS**

Based on the available information gathered during the performance of this ESA and the fact that the site is located in a highly industrialized area for many years, Citadel recommends conducting soil and soil-gas sampling and analysis to test for suspect inorganic and organic compounds. Citadel recommends the following:

- **Soil Gas Survey** - Conduct a limited soil gas survey to test the underlying soil pore gas for evidence of petroleum hydrocarbons, methane, and volatile organic compounds. A 10-point survey is recommended throughout the Subject Property. The soil gas sampling points will be drilled to variable depths of 5 to 20 feet bgs, and a soil gas sample will be extracted and analyzed for the above constituents.
- **Soil Borings and Sampling** - Physical soil sampling may be warranted to test the underlying soil for fuel and solvent type compounds depending upon the outcome of the soil gas survey. The physical soil testing should be performed in the event that the soil gas survey shows evidence of soil contaminants present at select locations. The samples will be collected during the soil boring activities.
- **Asbestos, Lead, and Mold** - No further action.







**APPENDIX E:  
NOISE WORKSHEETS**

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# One Santa Fe Project

Draft MND

Noise Worksheets

Provided by PCR Services Corporation

October 2006

- E-1 Noise Monitoring Data
- E-2 TENS Analysis (Roadway Noise)

# Appendix E-1

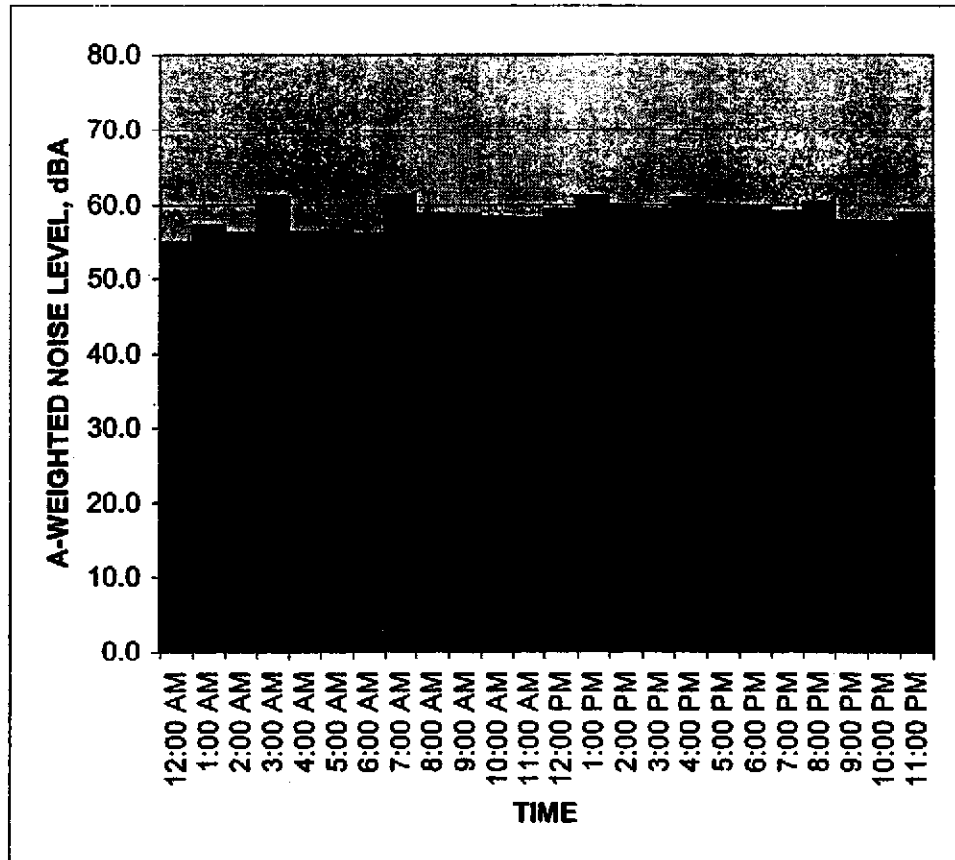
- Noise Monitoring Data

# Community Noise Equivalent Level, CNEL.

Project: One Santa Fe  
 Location: Along Tracks South Lot  
 Sources: Traffic Volumes and Rail Traffic

Date: September 15, 2006

TIME	HNL, dB(A)
12:00 AM	55.0
1:00 AM	57.3
2:00 AM	56.3
3:00 AM	61.2
4:00 AM	56.3
5:00 AM	56.6
6:00 AM	56.2
7:00 AM	61.3
8:00 AM	58.8
9:00 AM	58.8
10:00 AM	58.4
11:00 AM	58.2
12:00 PM	59.4
1:00 PM	61.2
2:00 PM	60.0
3:00 PM	59.4
4:00 PM	60.9
5:00 PM	60.0
6:00 PM	59.7
7:00 PM	59.1
8:00 PM	60.3
9:00 PM	57.9
10:00 PM	57.8
11:00 PM	59.0
<b>CNEL, dB(A):</b>	<b>64.8</b>



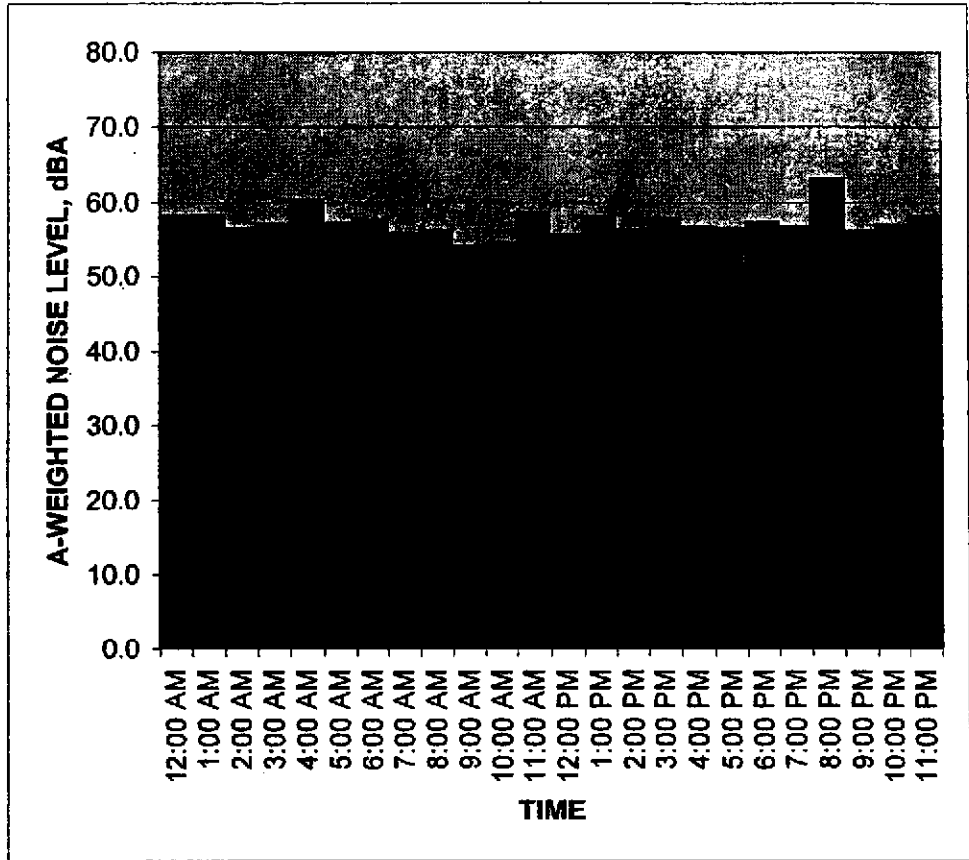
**NOTES:**

# Community Noise Equivalent Level, CNEL.

Project: One Santa Fe  
 Location: Along Tracks South Lot  
 Sources: Traffic Volumes and Rail Traffic

Date: September 16, 2006

TIME	HNL, dB(A)
12:00 AM	58.2
1:00 AM	58.3
2:00 AM	56.6
3:00 AM	57.2
4:00 AM	60.4
5:00 AM	57.2
6:00 AM	57.7
7:00 AM	55.9
8:00 AM	56.3
9:00 AM	54.2
10:00 AM	54.5
11:00 AM	58.7
12:00 PM	55.7
1:00 PM	58.2
2:00 PM	56.4
3:00 PM	58.0
4:00 PM	56.8
5:00 PM	56.6
6:00 PM	57.5
7:00 PM	56.8
8:00 PM	63.1
9:00 PM	56.2
10:00 PM	57.0
11:00 PM	58.3
<b>CNEL, dB(A):</b>	<b>64.8</b>



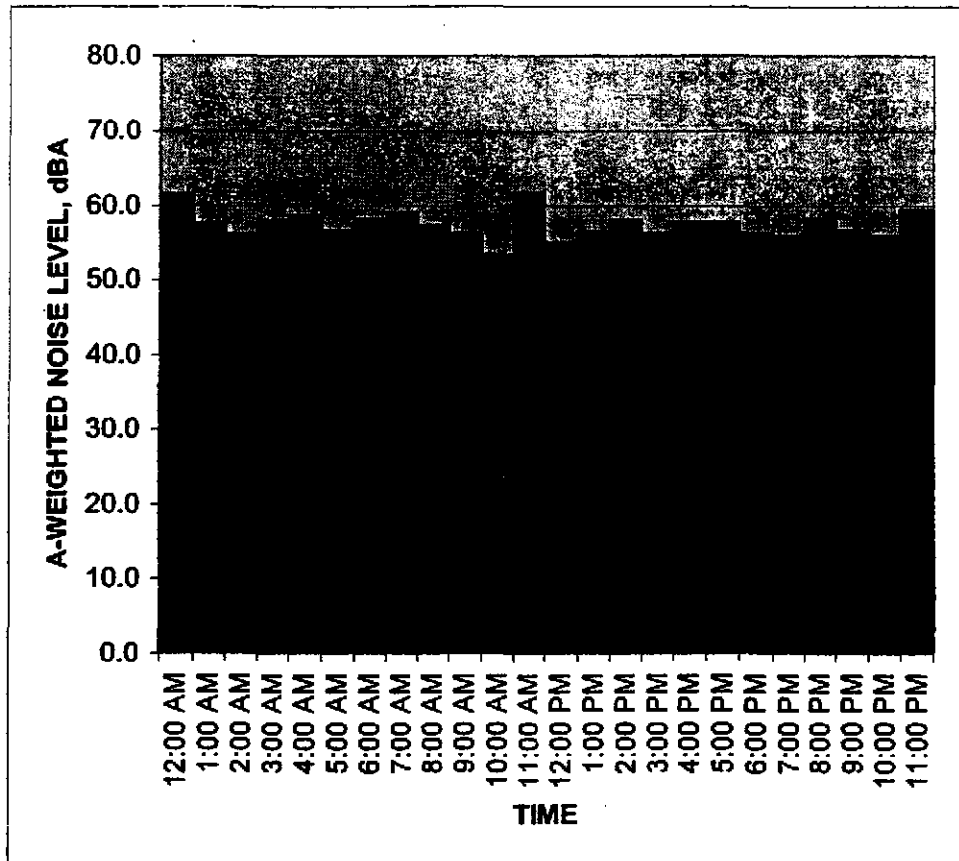
NOTES:

# Community Noise Equivalent Level, CNEL.

Project: One Santa Fe  
 Location: Along Tracks South Lot  
 Sources: Traffic Volumes and Rail Traffic

Date: September 17, 2006

TIME	HNL, dB(A)
12:00 AM	61.6
1:00 AM	57.7
2:00 AM	56.2
3:00 AM	58.1
4:00 AM	58.7
5:00 AM	56.7
6:00 AM	58.3
7:00 AM	59.1
8:00 AM	57.4
9:00 AM	56.3
10:00 AM	53.5
11:00 AM	61.8
12:00 PM	55.1
1:00 PM	56.6
2:00 PM	58.1
3:00 PM	56.4
4:00 PM	57.8
5:00 PM	57.8
6:00 PM	56.4
7:00 PM	56.1
8:00 PM	58.4
9:00 PM	56.8
10:00 PM	56.1
11:00 PM	59.5
<b>CNEL, dB(A):</b>	<b>64.9</b>



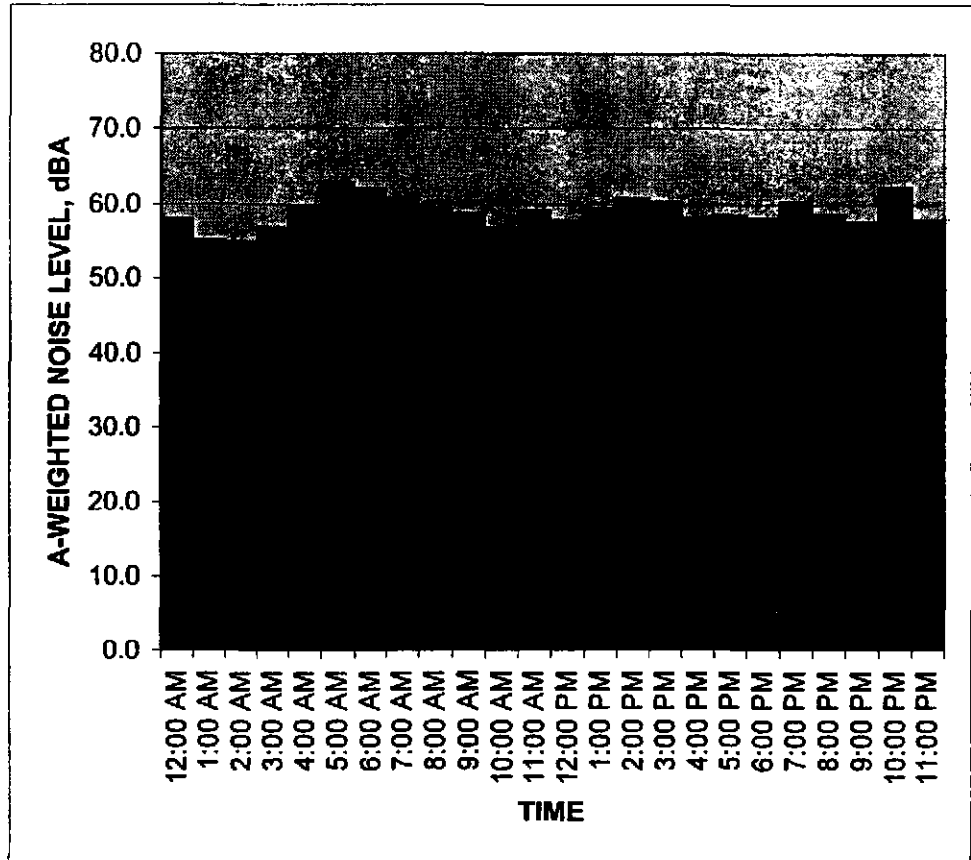
NOTES:

# Community Noise Equivalent Level, CNEL.

Project: One Santa Fe  
 Location: Along Tracks South Lot  
 Sources: Traffic Volumes and Rail Traffic

Date: September 18, 2006

TIME	HNL, dB(A)
12:00 AM	58.0
1:00 AM	55.2
2:00 AM	55.0
3:00 AM	56.9
4:00 AM	59.8
5:00 AM	62.9
6:00 AM	62.1
7:00 AM	60.9
8:00 AM	59.6
9:00 AM	58.8
10:00 AM	56.9
11:00 AM	59.2
12:00 PM	57.8
1:00 PM	59.4
2:00 PM	60.8
3:00 PM	60.4
4:00 PM	58.2
5:00 PM	58.6
6:00 PM	58.2
7:00 PM	60.4
8:00 PM	58.7
9:00 PM	57.7
10:00 PM	62.2
11:00 PM	57.9
<b>CNEL, dB(A):</b>	<b>66.3</b>



NOTES:

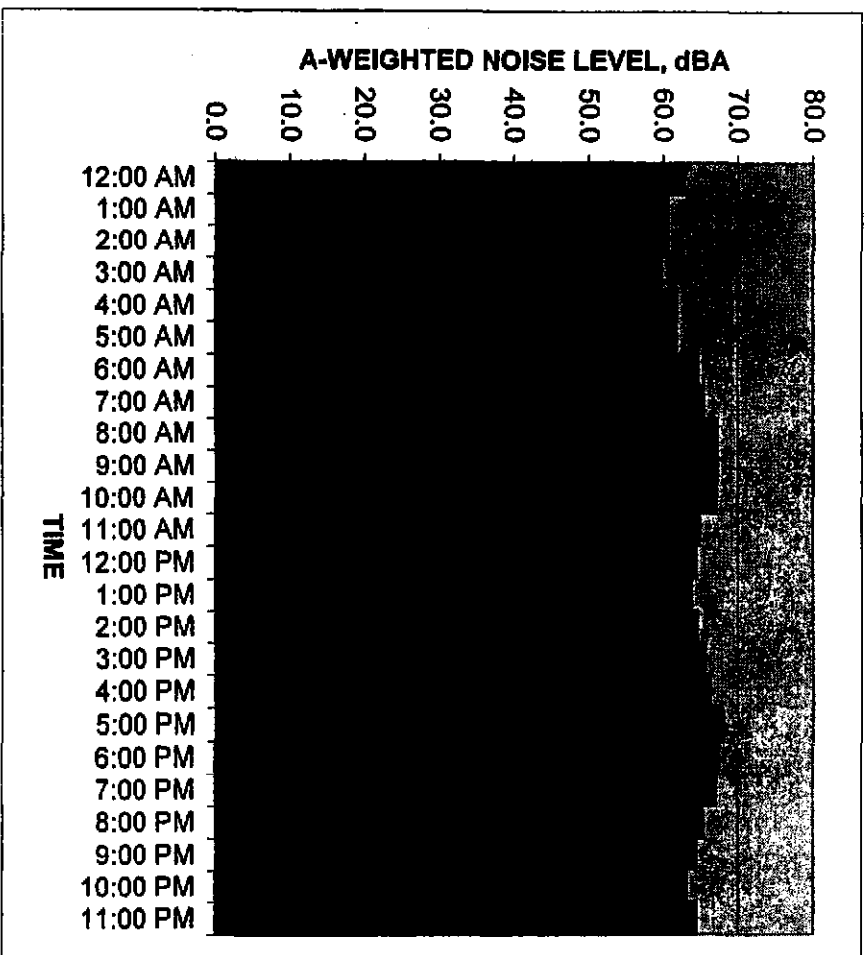


# Community Noise Equivalent Level, CNEL.

**Project:** One Santa Fe  
**Location:** Along Santa Fe South Lot  
**Sources:** Traffic Volumes

**Date:** September 15, 2006

TIME	HNL, dB(A)
12:00 AM	63.0
1:00 AM	60.7
2:00 AM	60.6
3:00 AM	59.7
4:00 AM	62.0
5:00 AM	61.8
6:00 AM	64.7
7:00 AM	65.5
8:00 AM	67.3
9:00 AM	67.4
10:00 AM	67.2
11:00 AM	65.0
12:00 PM	64.5
1:00 PM	63.9
2:00 PM	64.7
3:00 PM	65.7
4:00 PM	66.3
5:00 PM	68.0
6:00 PM	67.5
7:00 PM	67.2
8:00 PM	65.4
9:00 PM	64.5
10:00 PM	63.2
11:00 PM	64.5
<b>CNEL, dB(A):</b>	<b>70.2</b>

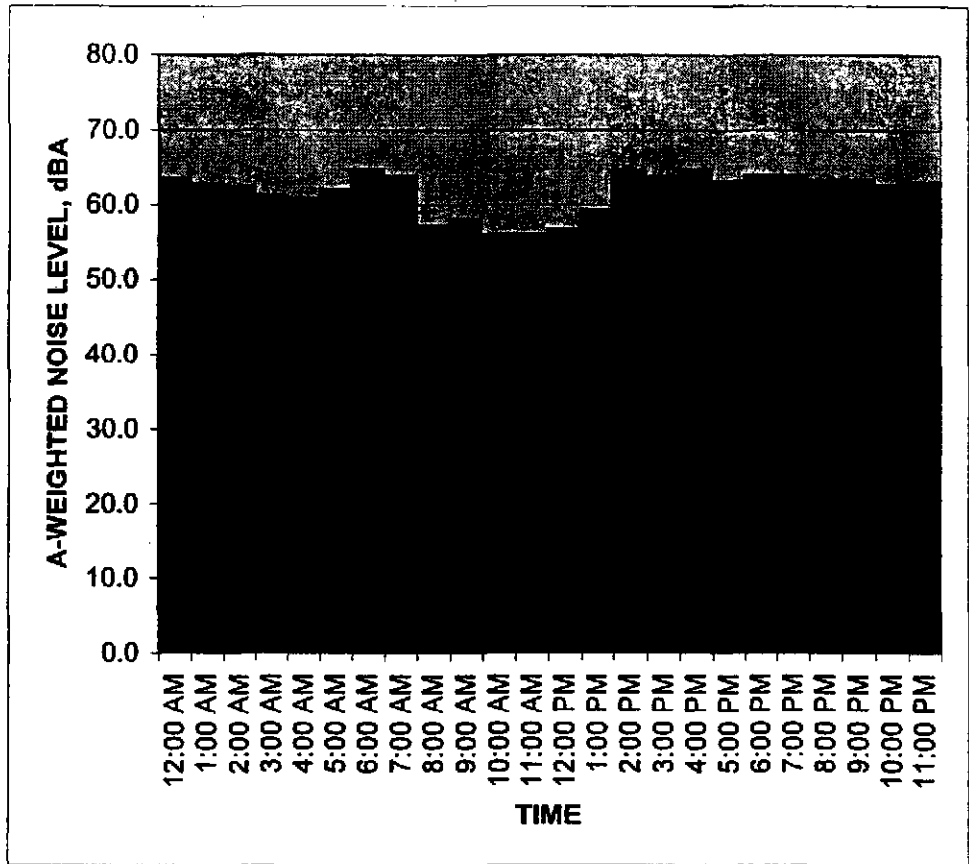


**NOTES:**

# Community Noise Equivalent Level, CNEL.

Project: One Santa Fe  
 Location: Along Santa Fe South Lot  
 Sources: Traffic Volumes  
 Date: September 16, 2006

TIME	HNL, dB(A)
12:00 AM	63.7
1:00 AM	63.0
2:00 AM	62.4
3:00 AM	61.3
4:00 AM	60.9
5:00 AM	62.1
6:00 AM	64.9
7:00 AM	63.9
8:00 AM	57.3
9:00 AM	58.1
10:00 AM	56.1
11:00 AM	56.1
12:00 PM	56.7
1:00 PM	59.4
2:00 PM	64.8
3:00 PM	63.9
4:00 PM	64.9
5:00 PM	63.3
6:00 PM	64.0
7:00 PM	64.1
8:00 PM	63.4
9:00 PM	63.5
10:00 PM	62.6
11:00 PM	63.1
<b>CNEL, dB(A):</b>	<b>69.5</b>



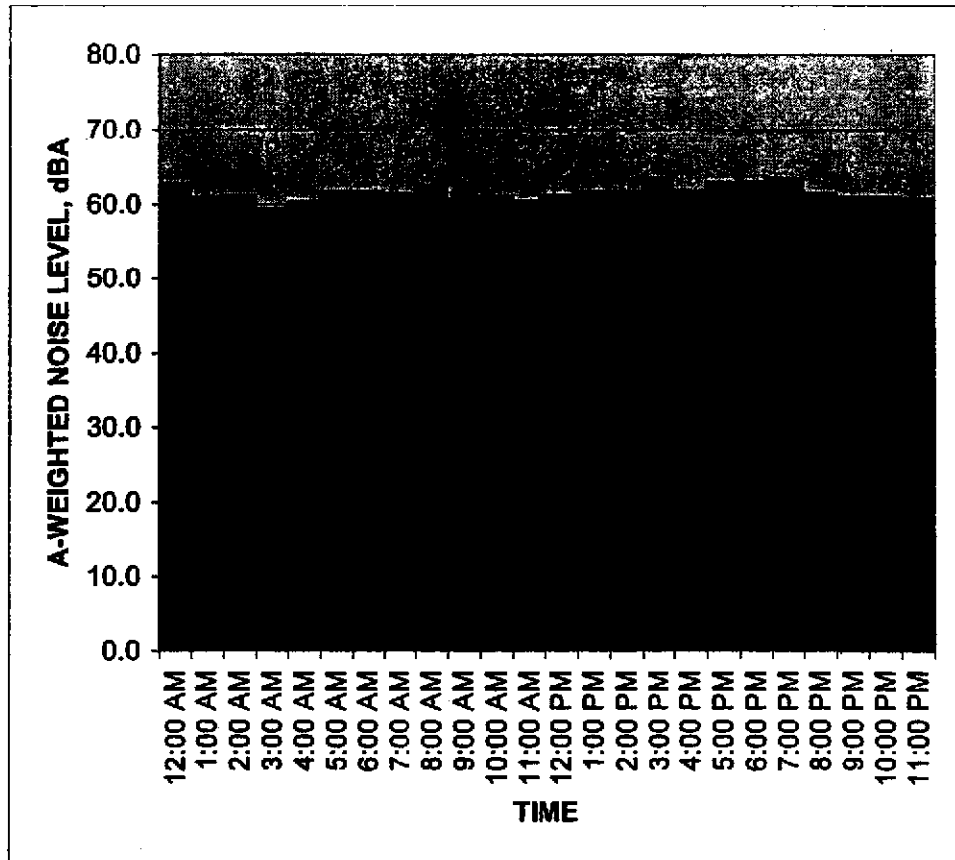
NOTES:

# Community Noise Equivalent Level, CNEL.

Project: One Santa Fe  
 Location: Along Santa Fe South Lot  
 Sources: Traffic Volumes

Date: September 17, 2006

TIME	HNL, dB(A)
12:00 AM	62.9
1:00 AM	60.9
2:00 AM	61.2
3:00 AM	59.5
4:00 AM	60.3
5:00 AM	61.7
6:00 AM	61.8
7:00 AM	61.4
8:00 AM	62.6
9:00 AM	60.7
10:00 AM	61.1
11:00 AM	60.5
12:00 PM	61.2
1:00 PM	61.7
2:00 PM	61.7
3:00 PM	63.4
4:00 PM	61.8
5:00 PM	63.0
6:00 PM	63.0
7:00 PM	63.5
8:00 PM	61.6
9:00 PM	61.1
10:00 PM	61.1
11:00 PM	60.8
<b>CNEL, dB(A):</b>	<b>68.1</b>



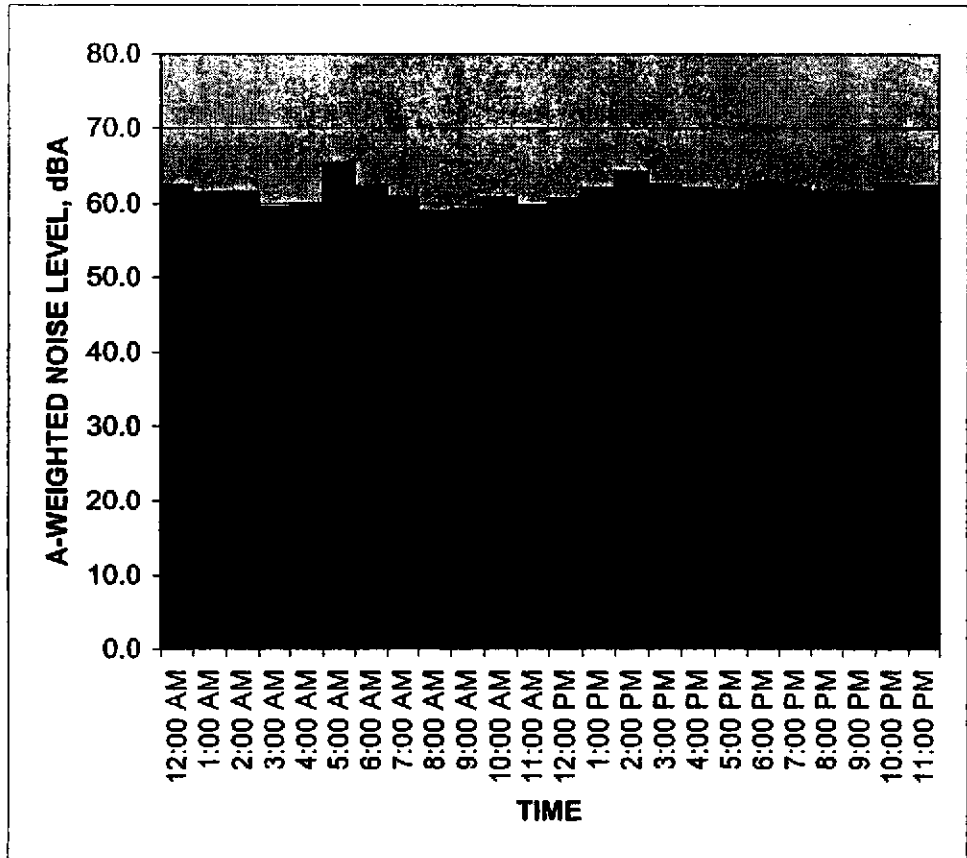
**NOTES:**

# Community Noise Equivalent Level, CNEL.

Project: One Santa Fe  
 Location: Along Santa Fe North Lot  
 Sources: Traffic Volumes

Date: September 16, 2006

TIME	HNL, dB(A)
12:00 AM	62.5
1:00 AM	61.5
2:00 AM	61.7
3:00 AM	59.5
4:00 AM	60.0
5:00 AM	65.4
6:00 AM	62.2
7:00 AM	60.9
8:00 AM	59.0
9:00 AM	59.2
10:00 AM	60.9
11:00 AM	59.8
12:00 PM	60.7
1:00 PM	62.0
2:00 PM	64.3
3:00 PM	62.6
4:00 PM	62.1
5:00 PM	61.8
6:00 PM	62.6
7:00 PM	62.2
8:00 PM	61.6
9:00 PM	61.6
10:00 PM	62.8
11:00 PM	62.4
<b>CNEL, dB(A):</b>	<b>68.9</b>



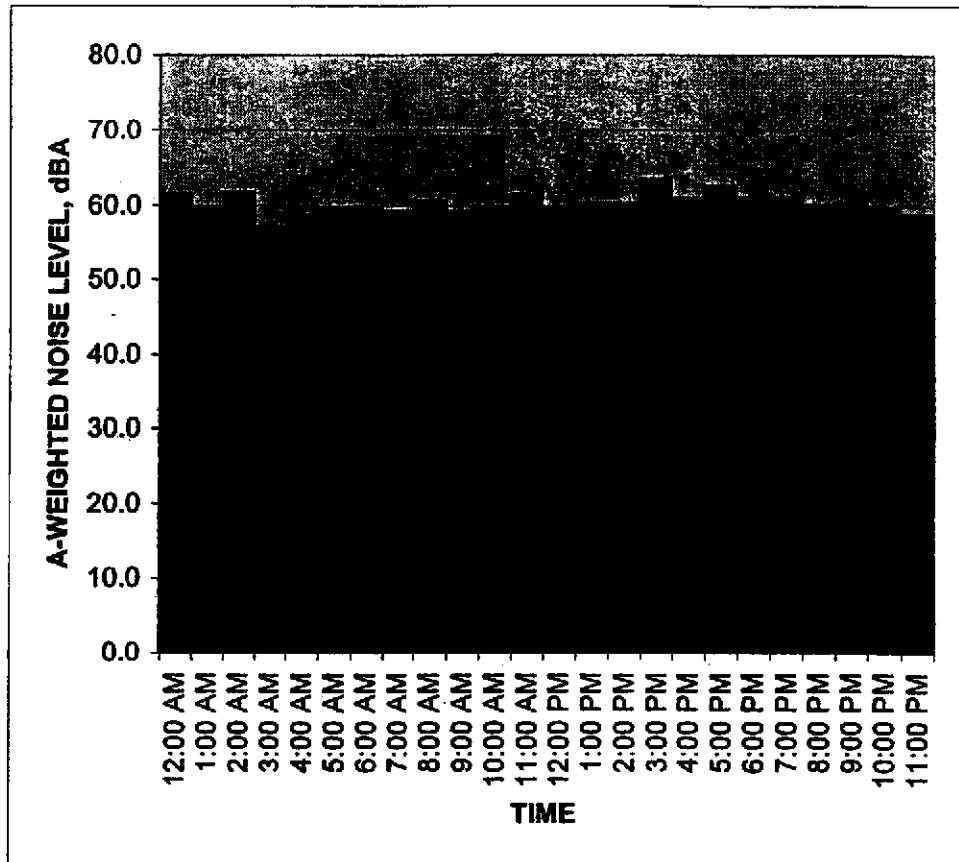
NOTES:

# Community Noise Equivalent Level, CNEL.

Project: One Santa Fe  
 Location: Along Santa Fe North Lot  
 Sources: Traffic Volumes

Date: September 17, 2006

TIME	HNL, dB(A)
12:00 AM	61.8
1:00 AM	59.6
2:00 AM	61.8
3:00 AM	57.3
4:00 AM	58.9
5:00 AM	59.7
6:00 AM	59.5
7:00 AM	59.3
8:00 AM	60.7
9:00 AM	59.3
10:00 AM	59.8
11:00 AM	61.5
12:00 PM	59.7
1:00 PM	60.4
2:00 PM	60.3
3:00 PM	63.5
4:00 PM	61.0
5:00 PM	62.8
6:00 PM	61.1
7:00 PM	61.2
8:00 PM	60.1
9:00 PM	60.5
10:00 PM	59.8
11:00 PM	58.9
<b>CNEL, dB(A):</b>	<b>66.7</b>



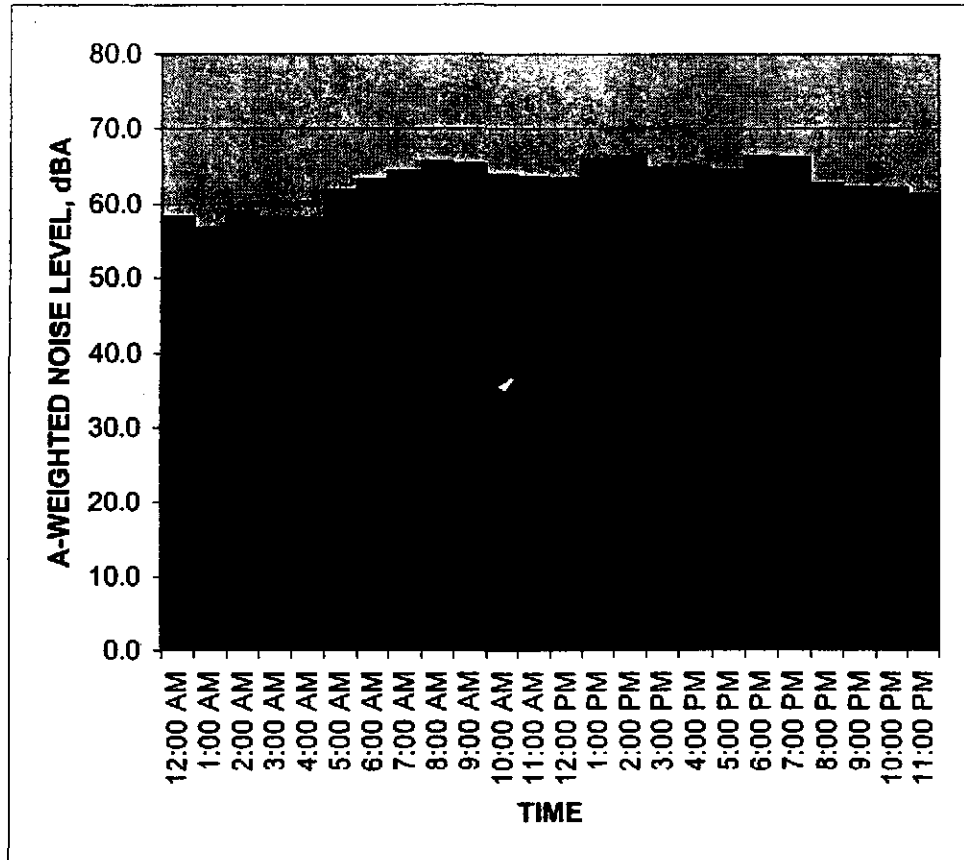
**NOTES:**

# Community Noise Equivalent Level, CNEL.

Project: One Santa Fe  
 Location: Along Santa Fe North Lot  
 Sources: Traffic Volumes

Date: September 18, 2006

TIME	HNL, dB(A)
12:00 AM	58.3
1:00 AM	56.9
2:00 AM	59.0
3:00 AM	58.2
4:00 AM	58.2
5:00 AM	61.9
6:00 AM	63.3
7:00 AM	64.4
8:00 AM	65.6
9:00 AM	65.3
10:00 AM	63.9
11:00 AM	63.7
12:00 PM	63.4
1:00 PM	66.0
2:00 PM	66.4
3:00 PM	64.9
4:00 PM	64.9
5:00 PM	64.5
6:00 PM	66.4
7:00 PM	66.2
8:00 PM	62.8
9:00 PM	62.2
10:00 PM	62.2
11:00 PM	61.3
<b>CNEL, dB(A):</b>	<b>68.3</b>



NOTES:

# Appendix E-2

- TENS Analysis (Roadway Noise)

One Santa Fe (McGregor)  
Roadway Noise Calculations  
TENS Analysis

Roadway/Segment	Traffic Volumes			Leq			CNEL		
	AM	PM	ADT	ROW	25 Feet	100 Feet	ROW	25 Feet	100 Feet
Santa Fe Avenue, South of 3rd Street	768	837	0	65.1	62.2	58.2	66.4	63.4	59.4
Santa Fe Avenue, north of 3rd Street	781	821	0	65.1	62.1	58.1	66.3	63.3	59.3
3rd Street, West of Santa Fe Avenue	103	114	0	56.5	53.5	49.6	57.7	54.7	50.8
1st Street, East of Vignes Street	1723	1794	0	67.3	64.9	61.3	68.5	66.1	62.5
1st Street, West of Vignes Street	1545	1764	0	67.2	64.8	61.2	68.4	66.0	62.4

Roadway/Segment	Traffic Volumes			Leq			CNEL		
	AM	PM	ADT	ROW	25 Feet	100 Feet	ROW	25 Feet	100 Feet
Santa Fe Avenue, South of 3rd Street	1136	1390	0	67.3	64.4	60.4	68.6	65.6	61.6
Santa Fe Avenue, north of 3rd Street	1215	1498	0	67.7	64.7	60.7	68.9	65.9	62.0
3rd Street, West of Santa Fe Avenue	191	278	0	60.4	57.4	53.4	61.8	58.6	54.6
1st Street, East of Vignes Street	1895	2044	0	67.9	65.4	61.8	69.1	66.6	63.0
1st Street, West of Vignes Street	1715	2015	0	67.8	65.4	61.8	69.0	66.6	63.0

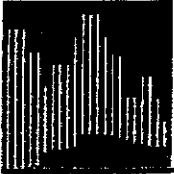
  

Roadway/Segment	Traffic Volumes			Leq			CNEL		
	AM	PM	ADT	ROW	25 Feet	100 Feet	ROW	25 Feet	100 Feet
Santa Fe Avenue, South of 3rd Street	1205	1483	0	67.6	64.7	60.7	68.8	65.9	61.9
Santa Fe Avenue, north of 3rd Street	1292	1613	0	68.0	65.0	61.1	69.2	66.2	62.3
3rd Street, West of Santa Fe Avenue	206	316	0	60.9	57.9	54.0	62.1	59.2	55.2
1st Street, East of Vignes Street	1957	2112	0	68.0	65.6	62.0	69.2	66.8	63.2
1st Street, West of Vignes Street	1753	2046	0	67.9	65.4	61.8	69.1	66.6	63.1

CNEL

Roadway/Segment	Project	Cumulative	Project	Cumulative
	Increment	Increment	Increment	Increment
Santa Fe Avenue, South of 3rd Street	0.3	2.5	0.2	2.4
Santa Fe Avenue, north of 3rd Street	0.3	2.9	0.3	2.9
3rd Street, West of Santa Fe Avenue	0.6	4.5	0.5	4.4
1st Street, East of Vignes Street	0.2	0.7	0.1	0.7
1st Street, West of Vignes Street	0.0	0.6	0.1	0.7





**APPENDIX F:  
TRAFFIC STUDY**

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**DRAFT**

**TRAFFIC IMPACT STUDY FOR ONE SANTA FE,  
MIXED-USE PROJECT AT  
100 – 300 SOUTH SANTA FE AVENUE,  
CITY OF LOS ANGELES**

**Prepared for:**

**POLIS/McGREGOR SANTA FE**

**Prepared by:**

**Crain & Associates  
2007 Sawtelle Boulevard, Suite 4  
Los Angeles, California 90025  
(310) 473-6508**

**September 2006**

## EXECUTIVE SUMMARY

The project under consideration is One Santa Fe, a proposed residential, retail and commercial mixed-use project. The project site is part of the Metropolitan Transportation Authority Maintenance Yard site. The site is located on the east side of Santa Fe Avenue between 1st Street and north of 4th Street in Downtown Los Angeles. The site address is 100-300 South Santa Fe Avenue and within the Central City North Community Plan and Artists-in-Residence District.

Polis/McGregor Santa Fe proposes to develop 442 apartment units, 17 live/work units (27,260 square feet, including rental office and lobby area) and 25,000 square feet of retail use (which may include some restaurant use). For purposes of this traffic impact study, a project completion year of 2009 has been assumed. Upon completion, it is estimated that the project will generate approximately 2,443 net trips per day, including 208 trips during the AM peak hour and 229 trips during the PM peak hour.

Vehicular access for the project will be via several driveways on Santa Fe Avenue, including the main entry driveway opposite 3rd Street. Parking will be provided in accordance with the City of Los Angeles Municipal Code. Replacement parking of approximately 120 spaces will also be provided for the adjacent Metropolitan Transportation Authority facility.

The traffic study analyzed existing (2006) and future (2009) weekday AM and PM peak-hour traffic conditions at 10 intersections in the vicinity of the project site. The cumulative traffic conditions attributable to 80 potential related projects in the surrounding area were also analyzed.

The project is expected to result in a significant traffic impact at one intersection, Santa Fe Avenue and 3rd Street. It is proposed that the project install a new traffic signal at this intersection, which will reduce the impact to a level below significance. Project traffic impacts were also analyzed in accordance with the Congestion Management Program (CMP) locations. No significant project traffic impacts were determined for the CMP monitoring intersections or freeway locations.

## INTRODUCTION

Polis/McGregor Santa Fe proposes to develop One Santa Fe, a residential, retail and commercial mixed-use project consisting of 442 apartment units, 17 live/work units (27,260 square feet, including rental office and lobby area) and 25,000 square feet of retail use (which may include some restaurant use). As shown in Figure 1, Project Site Vicinity Map, the project site is along the east side of Santa Fe Avenue and extends from 1st Street to approximately midway between 3rd and 4th Streets in Downtown Los Angeles. The site is part of the Metropolitan Transportation Authority Maintenance Yard site. It is within the Central City North Community Plan and Artists-in-Residence District, and has an address of 100-300 South Santa Fe Avenue.

Crain & Associates has assessed the potential impacts of the proposed project on the surrounding roadway system. The traffic study that follows was prepared in accordance with the assumptions, methodology and procedures approved by the City of Los Angeles Department of Transportation (LADOT). Existing (2006) and future (2009) traffic conditions were analyzed before and after completion of the project. The analysis contains a detailed evaluation of weekday traffic conditions during the AM and PM peak hours at the following 10 study intersections:

1. Alameda Street and Temple Street
2. Alameda Street and 1st Street
3. Alameda Street and 2nd Street
4. Alameda Street and 3rd Street/4th Place
5. Vignes Street and Ramirez Street
6. Garey Street/US 101 SB On-Ramp and Commercial Street
7. Vignes Street and 1st Street
8. Center Street and Commercial Street
9. Santa Fe Avenue and 3rd Street
10. Santa Fe Avenue and Mateo Street



PROJECT SITE VICINITY MAP



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The locations of these study intersections relative to the project site are shown in Figure 2, Study Intersection Locations. These intersections are along the primary access routes to and from the site, and are expected to be most directly impacted by project traffic.



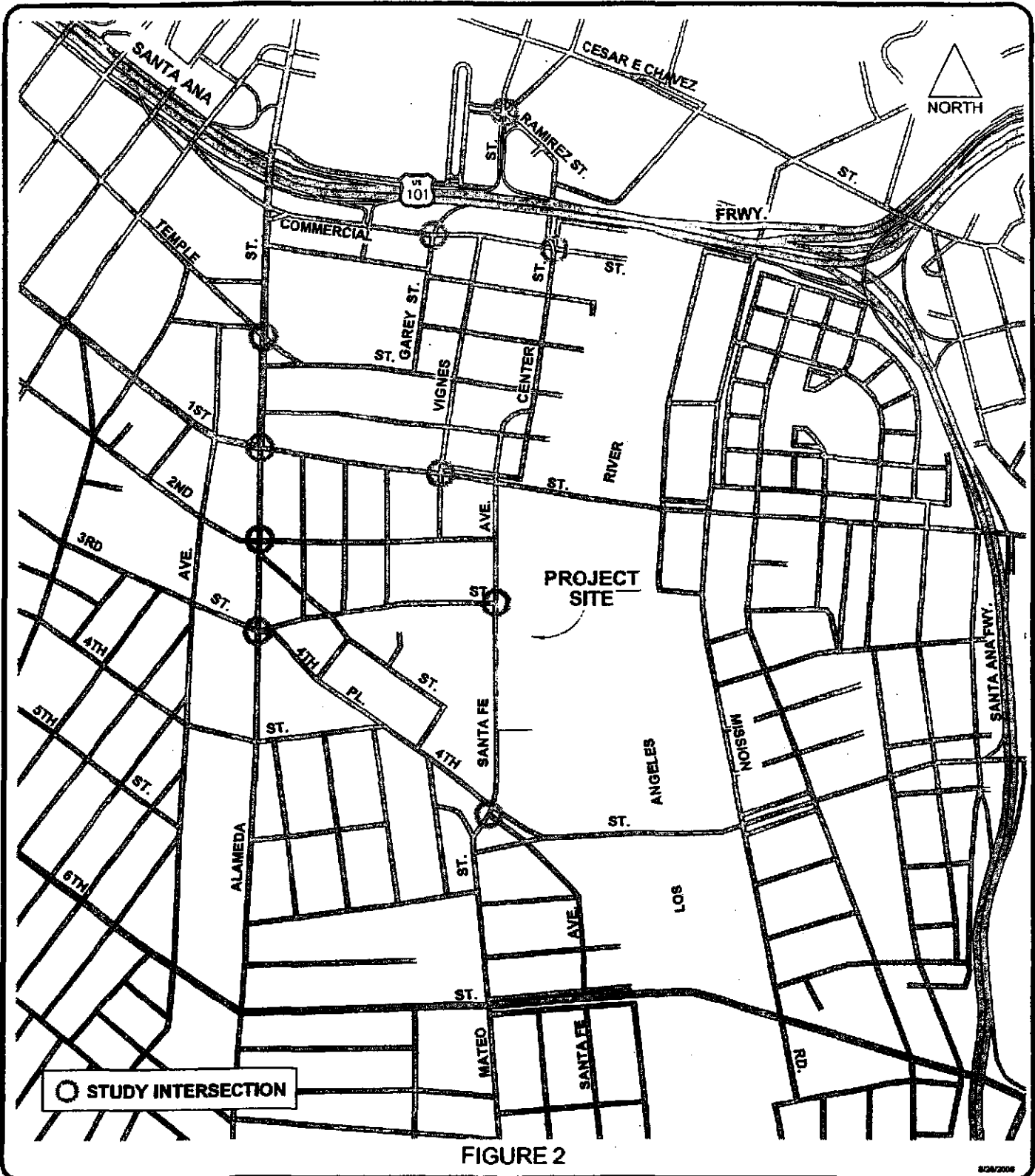


FIGURE 2

8082008

ONE SANTA FE MIXED USE STUDY-INTS

STUDY INTERSECTION LOCATIONS



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## PROJECT DESCRIPTION

The project site is within the Central City North Community Plan and Artists-in-Residence District of the City of Los Angeles. The site address is 100-300 South Santa Fe Avenue.

The site is a narrow, elongated property on the east side of Santa Fe Avenue that extends from 1st Street to north of 4th Street. Currently, the site is developed with surface parking for the Metropolitan Transportation Authority (MTA) Maintenance Yard.

The proposed project, One Santa Fe, is a mixed-use development of 442 apartment units, 17 live/work units (27,260 square feet, including rental office and lobby area) and 25,000 square feet of retail use (which may include some restaurant area). The retail component will be on the ground level and occupy the southern half of the site south of 3rd Street.

The residential component will be on three to five levels and extend the length of the site.

The residential component will be on top of the parking structure and the retail component, and elevated in between. The Conceptual Project Site Plan is shown in Figure 3.

The three-level parking structure will be on the northern half of the site and served by two driveways on Santa Fe Avenue. The driveway at the north end of the structure will be a right-turn-only, exit-only driveway connecting to a speed ramp. The driveway at the south end of the structure will be an entry-only driveway that connects to a speed ramp approximately opposite 3rd Street. A one-level subterranean garage will be on the southern half of the site, which will be accessed by a driveway on Santa Fe Avenue at the south end of the site. Some project surface parking is also proposed, which will be on the southern half of the site and accessed by a separate driveway on Santa Fe Avenue.

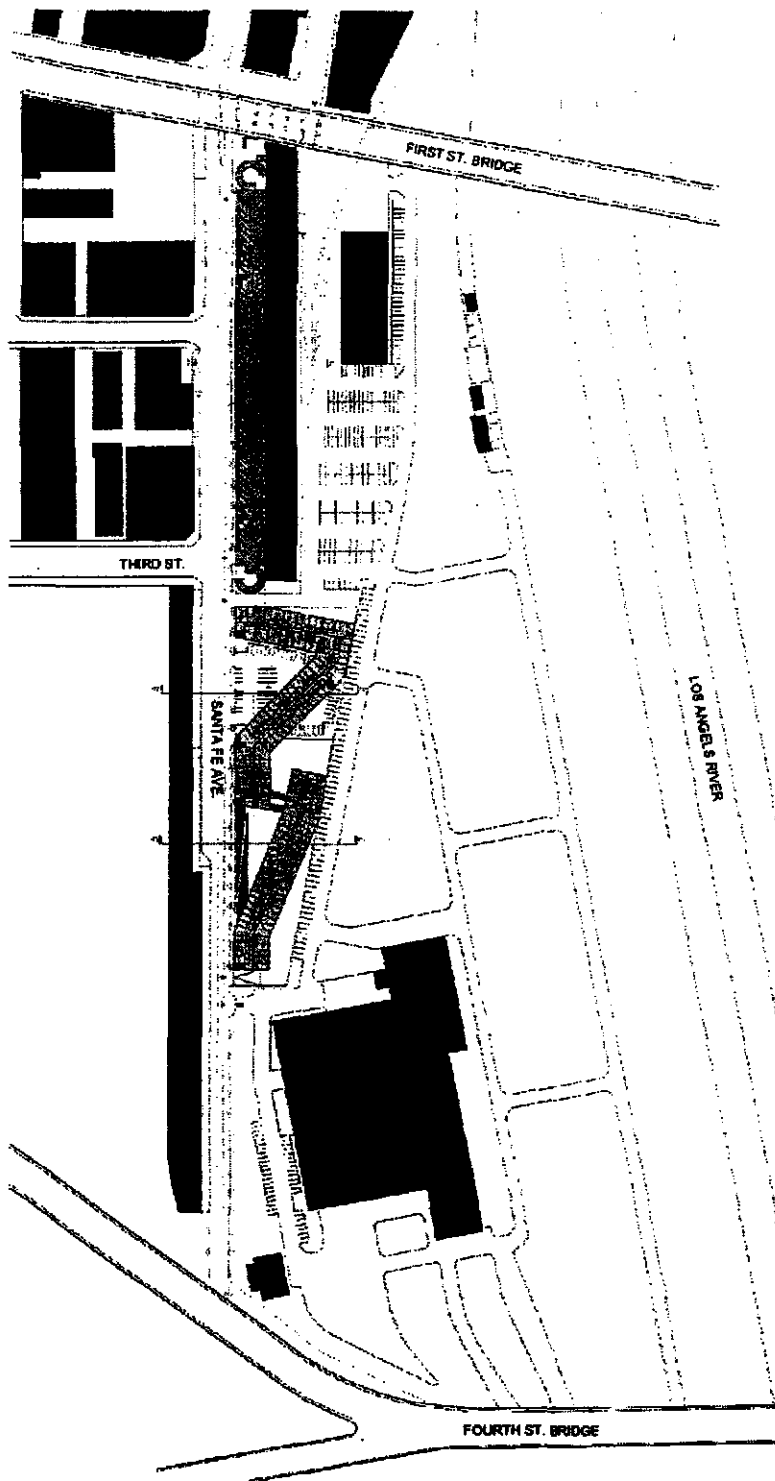


FIGURE 3

8/29/2008

FIN ONE SANTA FE MIXED USE SITE PLAN (CA)

CONCEPTUAL PROJECT SITE PLAN



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A total of approximately 670 parking spaces will be provided for the project uses, which is 45 spaces more than the code requirement of 625 spaces. In addition, the approximate 100 MTA surface parking spaces being removed to develop the project will be replaced by approximately 120 surface spaces within the parking structure.

## ENVIRONMENTAL SETTING

The project site is located on the east side of Santa Fe Avenue between 1st Street and 4th Street near Downtown and east of Little Tokyo. The project site is within the Central City North Community Plan and the Artists-in-Residence District. The site is part of the existing MTA Maintenance Yard site.

The area proximate to the project site consists mainly of light manufacturing and warehousing uses and parking lots, with many of these uses converted into artist lofts and studios. West of the site is a mixture of commercial, cultural and sports/entertainment uses. Across the street on the west side of Santa Fe Avenue is the SCI-Arc architectural school. To the east is the Los Angeles River and areas developed with manufacturing, distribution, wholesale retail and social service uses. To the north and northwest are the ethnic cultural area of Chinatown and government offices concentrated around the Civic Center area. South of the site is the South Industrial subarea, dominated by large warehouses and truck and railroad yards.

The project site and surrounding uses are served by Major and Secondary Highways, including Alameda Street, Santa Fe Avenue, Center Street, Ramirez Street, 1st Street, 4th Place, Temple Street, and Mateo Street. Collector streets, including Vignes Street, 2nd Street, 3rd Street, Commercial Street and Garey Street, also provide site access. In addition, three freeways provide regional transportation opportunities. The Santa Ana Freeway (US-101) is slightly more than one-half mile north of the project site. The Harbor Freeway (I-110) and the Santa Monica Freeway (I-10) are approximately one and one-half miles west and slightly more than one mile south of the site, respectively. The Golden State Freeway (I-5) is less than one mile to the east. The local and regional transportation facilities serving the project site and surrounding area are described in more detail below.

## Existing Freeways

The Harbor Freeway (I-110) is an eight-to ten-lane facility in the vicinity of the study area and has interchanges with the Hollywood, Santa Ana and Santa Monica Freeways. It provides convenient access between the project site and the greater Los Angeles metropolitan area. The Harbor Freeway begins as Interstate 110 in San Pedro to the south, becoming State Route 110 as it passes through Downtown Los Angeles and continues northeasterly as the Pasadena Freeway into the City of Pasadena. The Harbor Freeway has an interchange with the Santa Monica Freeway slightly less than two and one-half miles southwest of the project site. Northbound on- and off-ramps and southbound on-ramps are provided on 3rd Street. An additional northbound off-ramp is provided at 4th Street.

According to the most current (2005) data available through the Caltrans Website, traffic volumes along the Harbor Freeway segment between 5th Street/6th Street and 3rd Street/4th Street are approximately 292,000 vehicles per day (VPD), with peak-hour volumes of approximately 19,200 vehicles per hour (VPH).

The Santa Ana Freeway (US-101), located north of the project site, extends in a northwesterly/southeasterly direction. Generally, it has four lanes in each direction, along with auxiliary lanes at ramps and interchanges. Approximately one and one-half miles northwest of the project site, the Santa Ana Freeway changes into the Hollywood Freeway at its interchange with the Harbor/Pasadena Freeway (I-110/SR-110), and continues through the San Fernando Valley and Ventura County as the Ventura Freeway (US-101). To the east, the freeway has an interchange with the San Bernardino Freeway (I-10) and extends southerly where it merges with the Golden State Freeway (I-5). North of the project site, surface street access is provided by eastbound on- and off-ramps at Commercial Street. An additional eastbound on-ramp is provided at the intersection of

Commercial Street/Hewitt Street. Westbound on- and off-ramps are also provided at Ramirez Street. Additional westbound on- and off-ramps are provided at Los Angeles Street and Alameda Street.

According to the most current (2005) data available through the Caltrans Website, between Alameda Street/Los Angeles Street and Spring Street, the Santa Ana Freeway carries approximately 201,000 VPD, with peak-hour volumes of approximately 12,300 VPH.

The Santa Monica Freeway (I-10) is located approximately one and one-quarter miles south of the project site. It extends easterly from the City of Santa Monica through the Downtown area and continues easterly as the San Bernardino Freeway into San Bernardino and Riverside Counties. The Santa Monica Freeway provides four lanes in each direction, with auxiliary lanes between some ramp locations. The Santa Monica Freeway has a full interchange with the Harbor Freeway. Westbound on- and off-ramps are provided at 16th Street near Central Avenue, and eastbound on- and off-ramps are provided on Alameda Street. The Santa Monica Freeway has a full interchange with the Harbor Freeway.

Traffic volumes on the Santa Monica Freeway segment between San Pedro Street/Central Avenue and Alameda Street are approximately 271,000 VPD, with peak-hour volumes of approximately 19,500 VPH.

## **Existing Streets and Highways**

Alameda Street, a Major Highway Class II, is located west of the project site. Alameda Street provides north-south access extending from the Port of Los Angeles to Union Station. In the project vicinity, Alameda Street has two to three through lanes per direction. Left-turn channelization is also provided at key intersections. Alameda Street accesses the Santa Ana Freeway and the Santa Monica Freeway.

Santa Fe Avenue is currently designated a Major Highway Class II north of 4th Street and a Secondary Highway south of 4th Street. Santa Fe Avenue forms the western boundary of the project site. In the project vicinity, this street has one through lane per direction and left turn channelization at key intersections. Proceedings are underway to redesignate Santa Fe Avenue a Modified Collector Street between 1st Street and 4th Street, with excess right-of-way being relinquished to the MTA and project site on the east side of the street.

Vignes Street, located west of the project site, is a north-south Collector Street between 3rd Street and Commercial Street. North of the Santa Ana Freeway, between Ramirez Street and Main Street, Vignes Street is a Major Highway Class II. West of the project site, Vignes Street has one through lane in each direction.

Temple Street is an east-west roadway north of the project site. It is a Major Highway Class II west of Alameda Street and a Secondary Highway to the east. Temple Street provides two through lanes in each direction plus left-turn channelization west of Alameda Street. To the east of Alameda Street, it narrows in width and provides only one through lane per direction.

Garey Street, a Collector Street, provides north-south access between 1st Street and 3rd Street near the project site. To the north, another segment of Garey Street accesses the



area between Commercial Street and Temple Street. Between 1st Street and 3rd Street and Commercial Street and Temple Street, Garey Street has one through lane each way.

Center Street, designated a Major Highway Class II, provides north-south access between Ramirez Street and Temple Street. Center Street is the extension of Ramirez Street to the north and becomes Santa Fe Avenue to the south. Center Street generally has one through lane per direction.

Commercial Street, an east-west Collector Street, extends westerly from near the Los Angeles River and becomes Aliso Street at Alameda Street to the west. Commercial Street provides one through lane per direction.

Ramirez Street is a Major Highway Class II and provides east-west access between Vignes Street and Center Street. Eventually becoming Center Street, Ramirez Street accesses the Patsaouras Transit Center. Ramirez Street has one through lane each way.

1st Street runs along the northern boundary of the project site, bridging over Santa Fe Avenue and the Los Angeles River. As a Major Highway Class II, 1st Street provides east-west access from East Los Angeles and through the Downtown area, becoming Beverly Boulevard west of the Harbor Freeway. Near the project site, 1st Street has two through travel lanes per direction.

2nd Street is a Secondary Highway west of Los Angeles Street and a Collector Street to east. It has one through lane per direction and left-turn channelization at key intersections in the project vicinity.

3rd Street, generally extending in an east-west direction, is a Secondary Highway west of Alameda Street and a Collector Street to the east. From Alameda Street westerly, 3rd Street operates one-way westbound through the Downtown area. East of the Los

Angeles River, 3rd Street is a discontinuous street. Between Alameda Street and Santa Fe Avenue, it has one through lane per direction.

4th Street, designated a Secondary Highway west of Hewitt Street, operates one-way eastbound through Downtown Los Angeles. At its intersection with 4th Place, it continues easterly as a two-way street with two through lanes per direction, bridging over Santa Fe Avenue and the Los Angeles River. 4th Place, a two-block segment between Alameda Street and 4th Street, operates one-way westbound with two through lanes.

#### **Existing (2006) Traffic Volumes**

Traffic volumes for existing conditions at the 10 study intersections were obtained from manual traffic counts conducted in late February 2006 and early March 2006 by Crain & Associates and its subcontractor. The counts cover the weekday 7:00 to 9:00 AM and 4:00 to 6:00 PM peak traffic periods. Peak-hour volumes were determined individually for each intersection based on the combined four highest consecutive 15-minute volumes for all vehicular movements at the intersection. Weekday peak-hour volumes at the study intersections are illustrated in Figures 4(a) and 4(b). The manual intersection traffic count data sheets are provided in Appendix A.

Information pertaining to intersection geometrics and lane configurations, bus stop locations, on-street parking restrictions, and traffic signal operations were determined from field checks and City engineering plans. The existing lane configuration and traffic control conditions for the ten study intersections are illustrated in Appendix B.

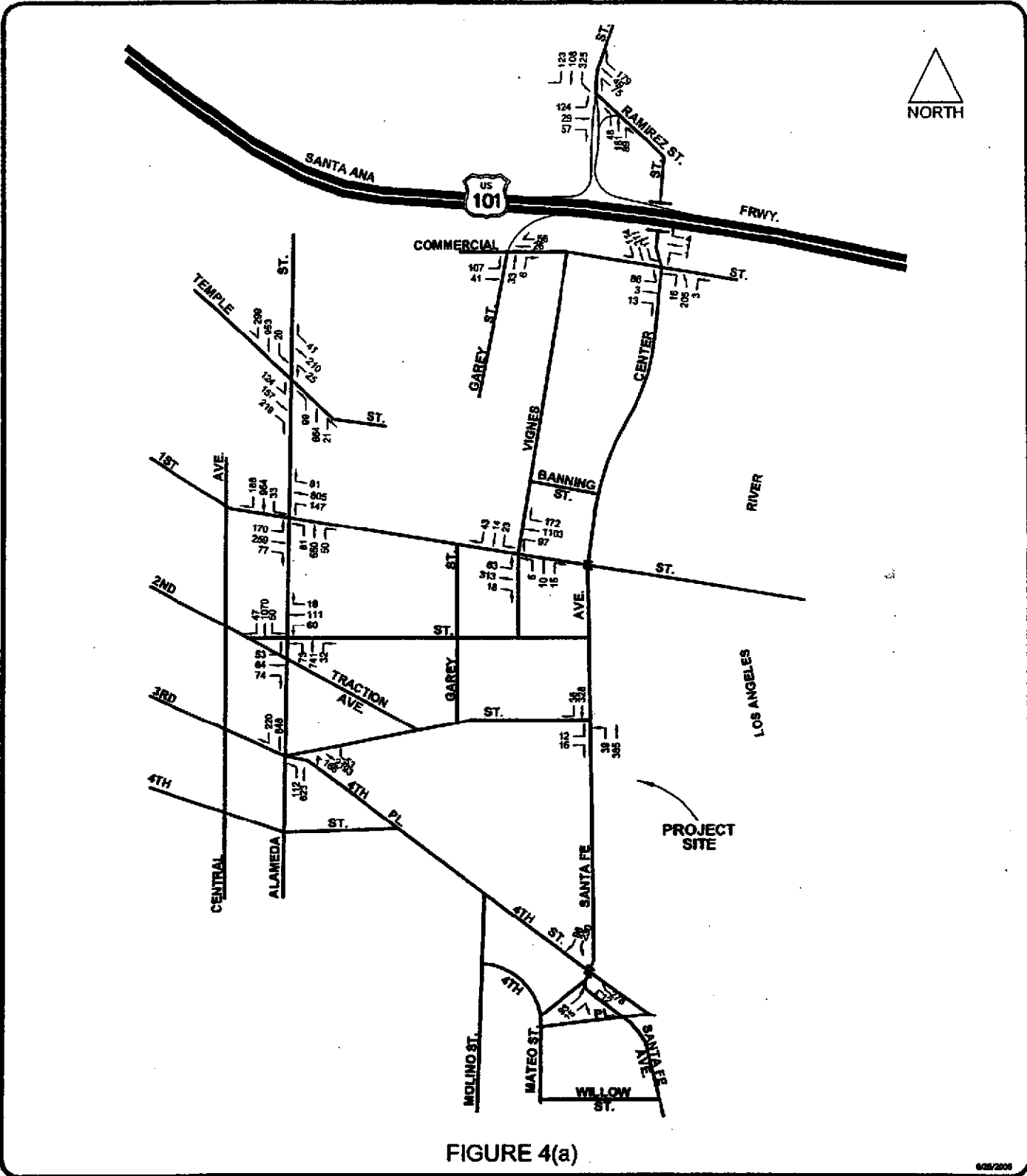


FIGURE 4(a)

02/2006

One Santa Fe Blvd, Los Angeles, CA 90025

EXISTING (2006) TRAFFIC VOLUMES  
AM PEAK HOUR



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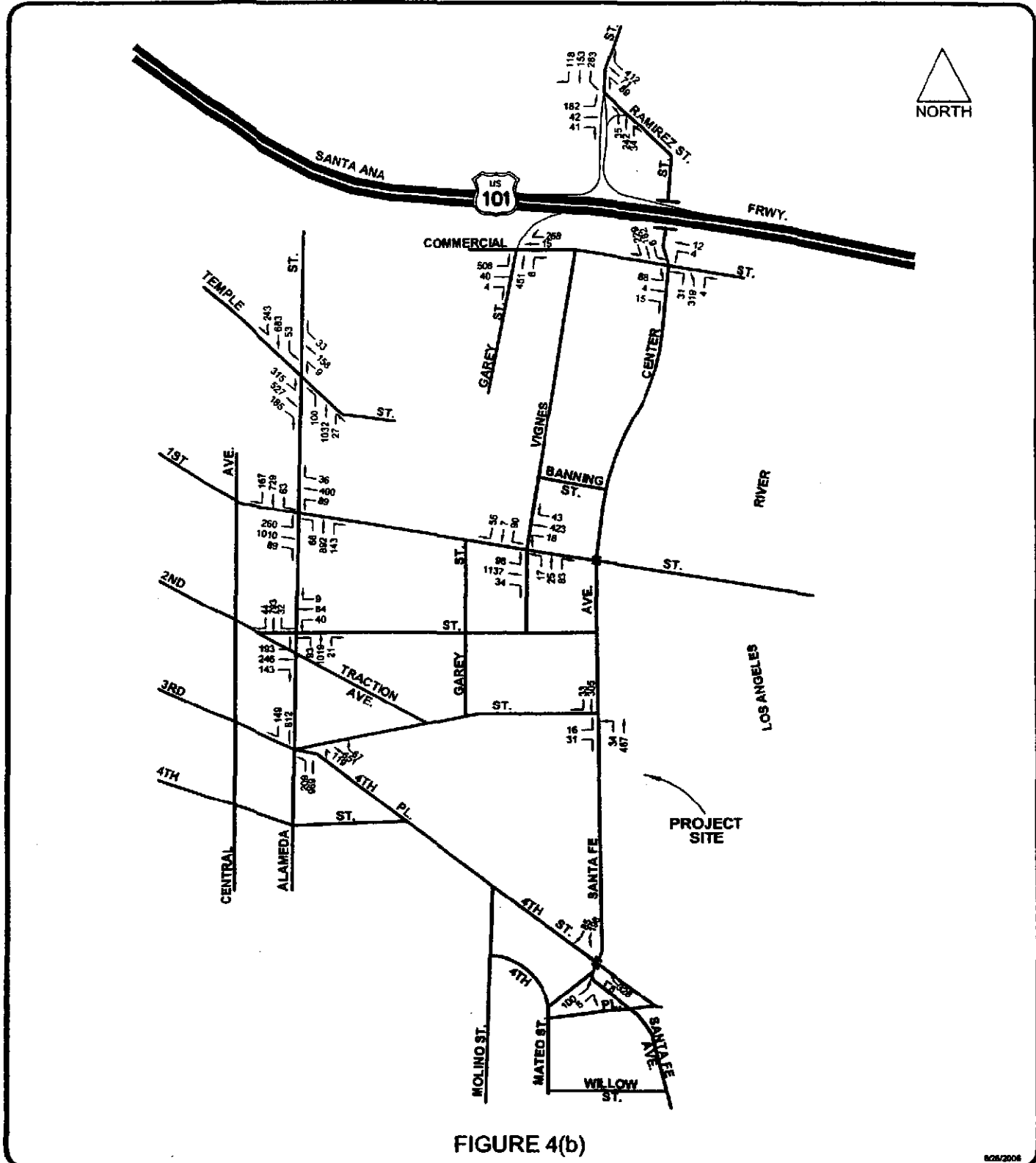


FIGURE 4(b)

8/28/2006

One Sheet File Used User:MG2006

EXISTING (2006) TRAFFIC VOLUMES  
PM PEAK HOUR



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## **Existing Public Transit**

The project site is served by public transit operated by MTA and LADOT. Proximity to Union Station, less than one mile northwest of the project site, also allows access to Amtrak, Metrolink, Metro rail services and numerous bus routes operated by the MTA, LADOT and other service providers. The public transit lines that provide one or more stops near the project site are detailed below.

The MTA has several north-south bus routes on Alameda Street in the vicinity of the project. Lines 40, 42, and 445 provide service on Alameda Street near Temple Street. Lines 40 and 42 both have stops at the intersections of 1st Street and San Pedro Street, and Alameda Street and Cesar E. Chavez Avenue. Line 445 provides express service to and from the Downtown area, with a stop at Alameda Street and Temple Street. The MTA also operates several east-west bus routes on 1st Street and 3rd Street. Near the project site, Lines 30 and 31 run eastbound on 1st Street, traveling past Alameda Street and Santa Fe Avenue towards East Los Angeles. Lines 30 and 31 have a stop at the intersection of 1st Street and San Pedro Street, and a limited stop at the intersection of 1st Street and Central Avenue. Lines 16 and 316 provide service from the Downtown area to Century City, with stops at 3rd Street and Central Avenue, and 4th Street and Alameda Street.

Union Station is the Los Angeles transit hub for the rail and train network. From Union Station, Metro Red Line provides rail transportation through the Downtown area. In addition, the Metro Gold Line Eastside Extension is forecasted to open in late 2009. The Eastside Extension is under construction and will extend the current Metro Gold Line from Union Station to Pomona, with a planned Little Tokyo/Arts District Station at 1st Street and Alameda Street near the project site.

In addition, LADOT provides bus routes in the project vicinity. DASH (Downtown Area Short Hop) primarily serves the Downtown area. The DASH A line runs near the project site, providing weekday service between Little Tokyo and the City West area. It travels along 1st Street and has stops at 2nd Street and 3rd Street near Alameda Street. The DASH D line provides service between Union Station and the South Park area, with stops near the project site at the intersections of Vignes Street and Commercial Street, Vignes Street and Temple Street, and Temple Street and Alameda Street. LADOT also operates Downtown Discovery close to the project site. Downtown Discovery provides weekend service for Bunker Hill, Civic Center, Chinatown, El Pueblo Park, Little Tokyo, and the Financial District. Near the site, Downtown Discovery has stops at 1st Street, 2nd Street and 3rd Street close to Alameda Street. LADOT also provides Commuter Express bus service during the peak commute hours. Commuter Express 430 travels eastbound on Temple Street towards Alameda Street, then proceeds northbound on Alameda Street towards the Patsaouras Transit Center.

As indicated, the project site is well served by public transit services and routes. When transfer opportunities are considered, the project is accessible to and from the greater Los Angeles region via public transit. Thus, it is expected that some of the person trips generated by the project will utilize public transportation as the primary travel mode instead of private vehicles.

#### **Analysis of Existing (2006) Traffic Conditions**

An analysis of current traffic conditions was conducted on the streets serving the project area. Detailed traffic analyses of existing conditions were performed at the following 10 intersections, which were selected in consultation with LADOT:

1. Alameda Street and Temple Street (signalized with ATSAC)
2. Alameda Street and 1st Street (signalized with ATSAC)

3. Alameda Street and 2nd Street (signalized with ATSAC)
4. Alameda Street and 3rd Street/4th Place (signalized with ATSAC)
5. Vignes Street and Ramirez Street (signalized)
6. Garey Street/US 101 SB On-Ramp and Commercial Street (signalization in 2006)
7. Vignes Street and 1st Street (signalized with ATSAC)
8. Center Street and Commercial Street (stop-sign controlled)
9. Santa Fe Avenue and 3rd Street (stop-sign controlled)
10. Santa Fe Avenue and Mateo Street (stop-sign controlled)

Five of the 10 study intersections are currently signalized. A traffic signal at the intersection of Garey Street/US 101 SB On-Ramp and Commercial Street has been installed and will be operational shortly. Most of these signalized intersections operate under the City's Automated Traffic Surveillance and Control (ATSAC) system. The ATSAC system provides computer monitoring of traffic demand at signalized intersections within the system, and modifies traffic signal timing in real time to maximize capacity and decrease delay.

The methodology used in this study for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in Circular Number 212 of the Transportation Research Board.<sup>1</sup> In the discussion of Critical Movement Analysis for signalized intersections, procedures have been developed for determining operating characteristics of an intersection in terms of the "Level of Service" provided for different levels of traffic volume and other variables, such as the number of signal phases. The term "Level of Service" (LOS) describes the quality of traffic flow. LOS A to C operate well. LOS D typically is the level for which a metropolitan area street system is designed. LOS E represents volumes at or near the capacity of the highway, which might result in

---

<sup>1</sup> Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.

stoppages of momentary duration and fairly unstable flow. LOS F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in Table 1 can be used to determine the applicable LOS.

**Table 1  
Critical Movement Volume Ranges\*  
For Determining Levels of Service (LOS)**

<u>Level of Service</u>	<u>Maximum Sum of Critical Volumes (VPH)</u>		
	<u>Two Phase</u>	<u>Three Phase</u>	<u>Four or More Phases</u>
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	-----Not Applicable-----		

\* For planning applications only, i.e., not appropriate for operations and design applications.

"Capacity" represents the maximum total hourly movement volume of vehicles in the critical lanes, which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of LOS E, as indicated in Table 1. The Critical Movement Analysis (CMA) values used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the study intersections. For consistency with the CMA methodology, capacities of 1,000 and 1,300 VPH were utilized for all-way and two-way stop-sign



controlled intersections, respectively. The Levels of Service corresponding to a range of CMA values are shown in Table 2.

**Table 2**  
**Level of Service (LOS)**  
**As a Function of Critical Movement Analysis (CMA) Values**

<u>Level of Service</u>	<u>Description of Operating Characteristics</u>	<u>Range of CMA Values</u>
A	Uncongested operations; all vehicles clear in a single cycle.	< 0.60
B	Same as above.	>0.60 < 0.70
C	Light congestion; occasional backups on critical approaches.	>0.70 < 0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	>0.80 < 0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	>0.90 < 1.00
F	Forced flow with stoppages of long duration.	> 1.00

By applying this analysis procedure to the study intersections, the CMA value and the corresponding LOS for existing traffic conditions were calculated. These basic CMA calculations were adjusted, however, to account for traffic signal enhancements that are not considered in the CMA methodology, such as the City's ATSAC System. LADOT has determined that this system results in an approximate seven percent increase in capacity over locations where the system is not implemented. Therefore, per LADOT policy, the CMA value calculated using the standard methodology was reduced by 0.070 for existing signalized study intersections where appropriate as indicated on pages 17-18, in order to approximate the increase in intersection capacity resulting from the ATSAC implementation.

The CMA value and the corresponding LOS for existing (2006) traffic conditions are shown in Table 3. The CMA calculation worksheets for existing conditions are included in Appendix E.

**Table 3**  
**Critical Movement Analysis (CMA) and Level of Service (LOS) Summary**  
**Existing (2006) Traffic Conditions**

No.	Intersection	AM Peak Hour		PM Peak Hour	
		CMA	LOS	CMA	LOS
1.	Alameda Street and Temple Street	0.480	A	0.583	A
2.	Alameda Street and 1st Street	0.752	C	1.058	F
3.	Alameda Street and 2nd Street	0.501	A	0.518	A
4.	Alameda Street and 3rd Street/4th Place	0.689	B	0.479	A
5.	Vignes Street and Ramirez Street	0.295	A	0.409	A
6.	Garey Street/US 101 SB On-Ramp and Commercial Street	0.099	A	0.665	B
7.	Vignes Street and 1st Street	0.336	A	0.540	A
8.	Center Street and Commercial Street	0.430	A	0.436	A
9.	Santa Fe Avenue and 3rd Street	0.377	A	0.457	A
10.	Santa Fe Avenue and Mateo Street	0.373	A	0.368	A

The analysis of existing conditions indicates that one study intersection, Alameda Street and 1st Street, is operating at a poor service level, LOS F, during the PM peak hour. The remaining study intersections are all operating at LOS A to LOS C during both peak hours.

## PROJECT TRAFFIC

The following section describes the methodology used to determine the trip generation, distribution and assignment of the project. Driveway access and parking for the project are also described on the pages that follow.

### Trip Generation

Traffic-generating characteristics of many land uses, including the residential and retail uses proposed for the project, have been surveyed and documented in studies conducted under the auspices of the Institute of Transportation Engineers (ITE). This information is available in the manual, Trip Generation, 7th Edition, 2003, published by ITE. The trip generation rates and equations in the ITE manual are nationally recognized, and are used as the basis for most traffic studies conducted in the City of Los Angeles and the surrounding region.

Accordingly, for this analysis, the ITE trip generation rates and equations, as provided in Appendix C, were used to calculate the daily, AM and PM peak-hour trips generated by the proposed project. These equations represent a conservative condition, as they do not account for such trip-reducing factors as multi-purpose trips, extensive transit usage or pass-by trips. These factors play a significant role in determining the actual traffic generating characteristics of a particular project, and therefore, adjustments to the traffic generation estimates were deemed appropriate.

Trip reductions related to the proposed project are expected to occur as a result of "multi-purpose" or "internal" trips within the site. This type of trip generally occurs at integrated mixed-use developments. For example, in this case, some of the residents of the apartment units are expected to use the on-site retail uses, thereby reducing some of the trips this use would otherwise generate. Thus, the advantages of a mixed-use, urban in-

fill project, such as this, need to be considered for reasonable evaluation of the trip-making potential of such a project.

The use of public transportation is another important consideration in the evaluation of the proposed project's trip making potential. As noted previously in the Public Transit section, the study area is well-served by transit. Significant transit use is not accounted for in the ITE trip generation rates; therefore, appropriate adjustments were made to the project trip generation to account for transit usage.

"Walk-in" trips are trips that are already occurring in the project vicinity, but which have other nearby Downtown attractions as their specified destinations. These trips account for "built-in" patronage and subsequent traffic reductions for both the project specifically and Downtown in general. These trips are expected to continue to occur with or without the development of the project. They are not directly site-oriented, but they do provide walk-in patronage from nearby uses, thereby reducing site vehicular trips. A good example of such walk-in trips are those attributable to the students and faculty of the SCI-Arc architectural school across the street.

Trip reduction factors for the proposed project also account for the presence of "pass-by" trips. These are trips that are due to an intermediate stop at the project site during an existing or previously planned trip. These intermediate stops may be for a planned purpose, or they may be spur-of-the-moment "impulse" trips. Accounting for these adjustments more realistically reflects the fact that some trips related to the proposed project will be multi-purpose trips, and that some proposed project trips are already on the street system for another purpose and, therefore, are not contributing additional traffic to the surrounding roadway network.

The differentiation between pass-by trips versus internal, transit and walk-in trips is important with regard to the assessment of potential project traffic impacts at intersections

adjacent to the proposed project site. Per LADOT traffic study policies and procedures, the pass-by type of trip discount is not appropriate for application to the site driveways or site adjacent intersections, such as Santa Fe Avenue and 3rd Street. These vehicle trips will eventually travel past the site (and through the site adjacent intersections) and are not "eliminated" due to the existence of the project. However, the trip ends to and from the site do not represent new vehicle trips at area intersections. Internal, transit and walk-in trips, on the other hand, do not represent vehicle trips at the project driveways. While this type of person trip is not "eliminated" by the project's development, no private vehicle trip is generated as the trip occurs by walking or by transit. Thus, the site will serve the same number of patrons but generate fewer vehicle trips. A summary of the "baseline" trip generation adjustment factors, which were agreed to by LADOT, is presented in Table 4.

**Table 4  
Project Trip Adjustment Factors**

	<u>Internal Capture</u>	<u>Transit</u>	<u>Walk-In</u>	<u>Pass-By</u>
Apartment	10%	10%	10%	0%
Live/Work	10%	10%	10%	0%
Retail & Restaurant	Based on Apartment & Live/Work	5%	5%	50%

The results of the project trip generation calculations, including adjustments for internal, transit, walk-in and pass-by trips, are summarized in Table 5. As shown in this table, the project is expected to generate approximately 2,443 net daily trips, including 208 trips during the AM peak hour (58 inbound, 150 outbound) and 229 trips during the PM peak hour (139 inbound, 90 outbound).

**Table 5  
Project Trip Generation**

<u>Use</u>	<u>Amount/Size</u>	<u>Daily Trips</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
<b><u>Proposed New Development</u></b>								
Apartment	442 du	2,807	44	176	220	170	91	261
Live/Work	17 du / 27,260 sf *	207 *	20	6 *	26 *	7 *	19 *	26
Retail & Restaurant**	25,000 sf	1,074	16	10	26	45	49	94
<b>Subtotal</b>		<b>4,088</b>	<b>80</b>	<b>192</b>	<b>272</b>	<b>222</b>	<b>159</b>	<b>381</b>
<b>Less Internal Linkages</b>								
Apartment, 10%		(281)	0	0	0	(17)	(9)	(26)
Live/Work, 10%		(21)	0	0	0	(1)	(2)	(3)
Retail & Restaurant (based on Apartment & Live/		(302)	0	0	0	(11)	(18)	(29)
<b>Less Transit/Walk-in Trips</b>								
Apartment, 10% / 10%		(561)	(9)	(35)	(44)	(34)	(18)	(52)
Live/Work, 10% / 10%		(41)	(4)	(1)	(5)	(1)	(4)	(5)
Retail & Restaurant, 5% / 5%		(107)	(2)	(1)	(3)	(4)	(5)	(9)
<b>Subtotal</b>		<b>2,775</b>	<b>65</b>	<b>155</b>	<b>220</b>	<b>154</b>	<b>103</b>	<b>257</b>
<b>Less Pass-by Trips</b>								
Retail & Restaurant, 50%***		(332)	(7)	(5)	(12)	(15)	(13)	(28)
<b>Total Net Project Trip Generation</b>		<b>2,443</b>	<b>58</b>	<b>150</b>	<b>208</b>	<b>139</b>	<b>90</b>	<b>229</b>

\* Live/Work use consists of 17 du within 27,260 sf (including 2,500 sf rental office and lobby). Trip generations are average of trips generated by 17 du (apartment assumed) and 27,260 sf (office assumed).

\*\* Includes mixture of retail and restaurant uses. ITE "Shopping Center" trip generation rates, which include such mixtures, applied.

\*\*\* Per LADOT pass-by rate for Shopping Center less than 50,000 sf.

### **Trip Distribution**

Estimation of the geographic distribution of generated trips was the next step in the analytical process. This trip distribution pattern for the project was determined by considering the nature of the project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the project and its proximity to

freeways and major travel routes, employment centers to which residents would likely be attracted, and areas from which retail patrons would likely be attracted. Based on these factors, the overall geographic distribution of trips for the project for both residential and retail uses, by direction, is summarized in Table 6.

**Table 6**  
**Directional Project Trip Distribution Percentages**

Residential		Retail	
Direction	Percent	Direction	Percent
North	18%	North	19%
South	20%	South	21%
East	41%	East	37%
West	21%	West	23%
	100%		100%

**Trip Assignment**

The directional distribution percentages shown in Table 6 were then disaggregated and assigned to specific routes and intersections within the study area that are expected to be used to access the project. These project trip assignment percentages are presented in Figure 5(a), 5(b), 5(c) and 5(d).

Applying these inbound and outbound percentages to the project trip generation previously calculated in Table 5 for the individual uses, net project traffic volumes at the 10 study intersections were determined for the AM and PM peak hours. Figures 6(a), 6(b), 6(c), 6(d), 6(e) and 6(f) show the traffic volumes of the individual and combined project uses.





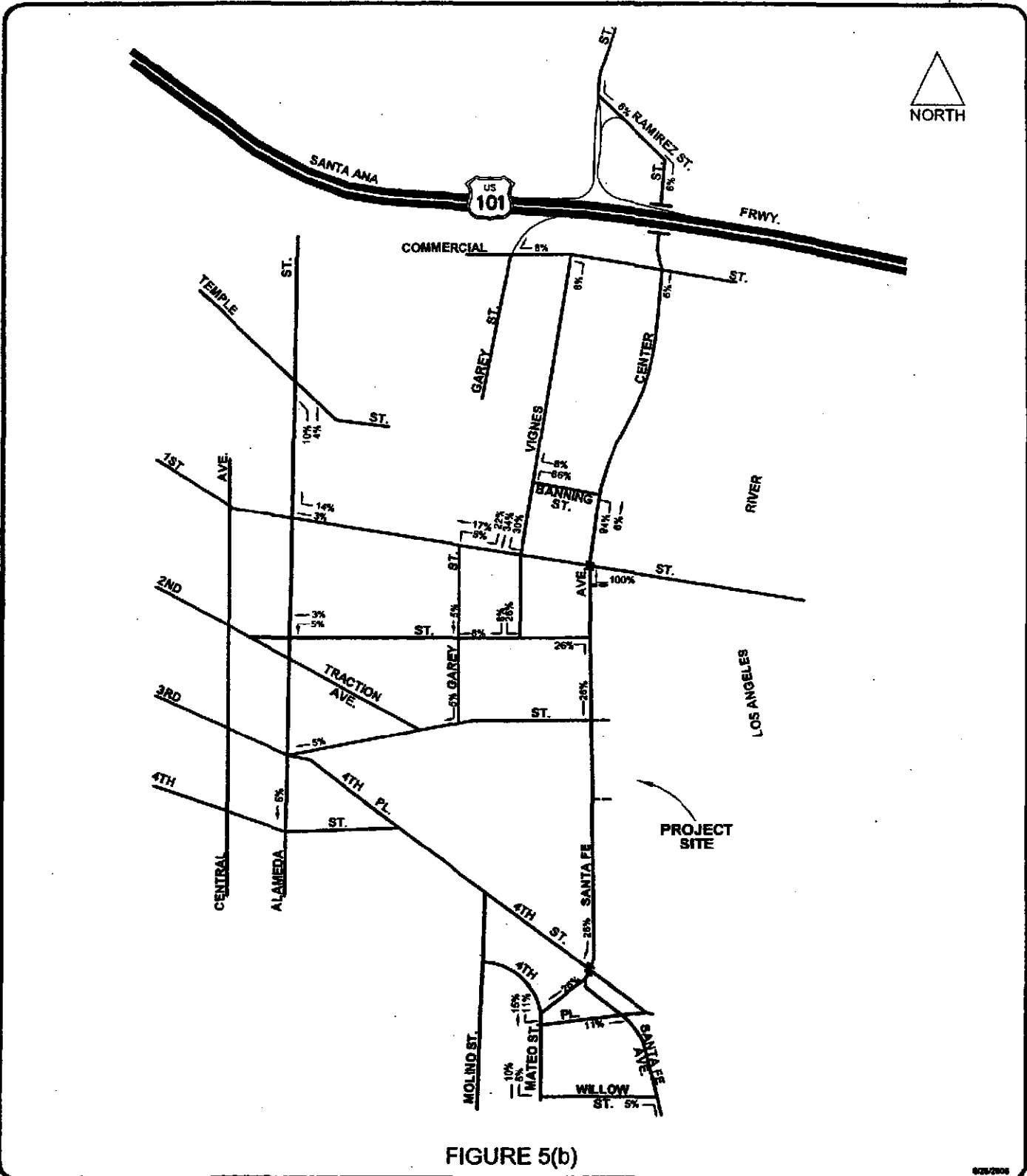


FIGURE 5(b)

6/28/2008

7% ONE SANTA FE MIXED USE PROJECT (RESIDENTIAL-OUTBOUND)

PROJECT TRIP DISTRIBUTION PERCENTAGES  
RESIDENTIAL USE - OUTBOUND



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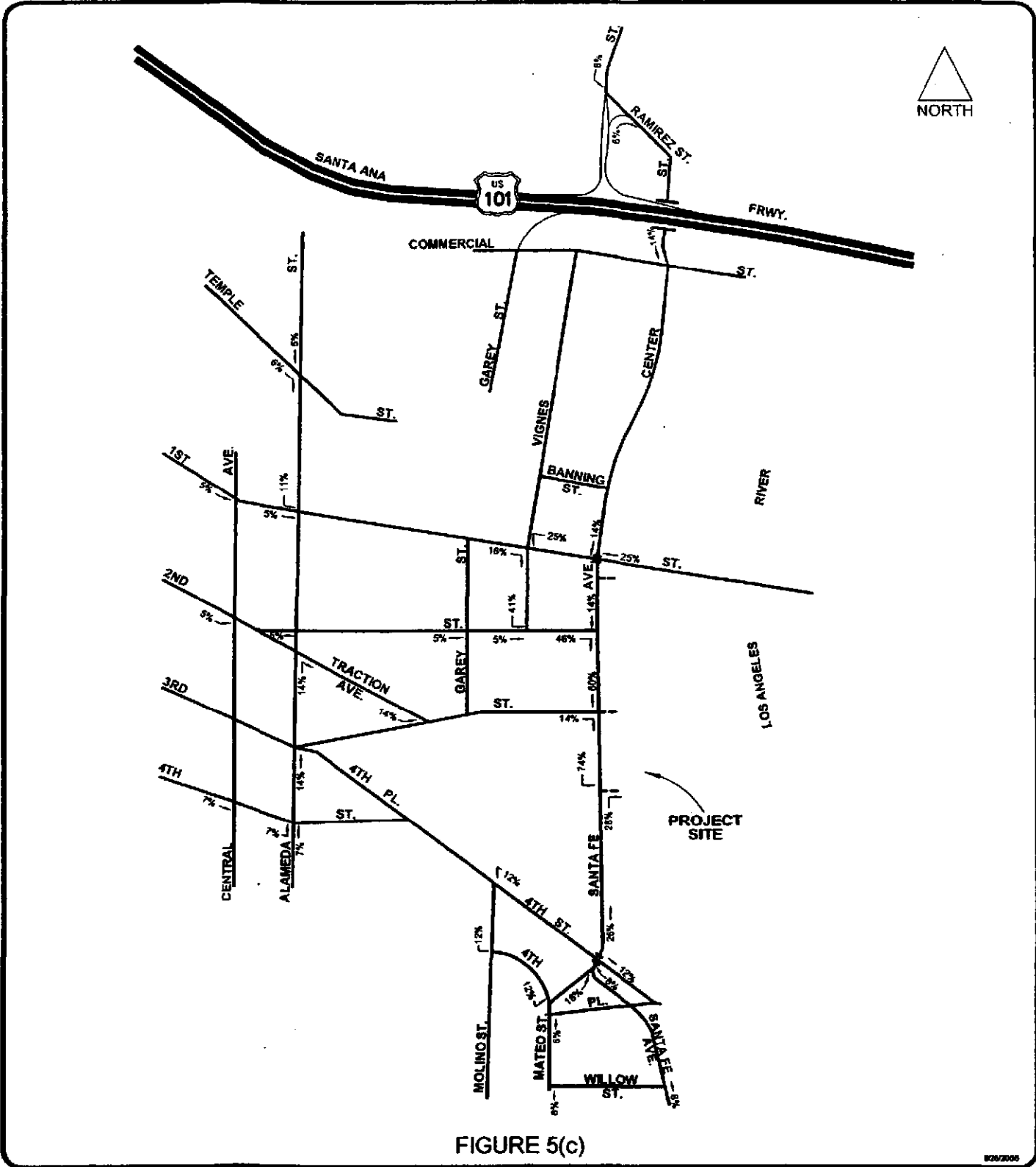


FIGURE 5(c)

8/20/2005

PK ONE SANTA FE MIXED USE PROJECT (RETAIL-INBOUND)

**PROJECT TRIP DISTRIBUTION PERCENTAGES  
RETAIL USE - INBOUND**



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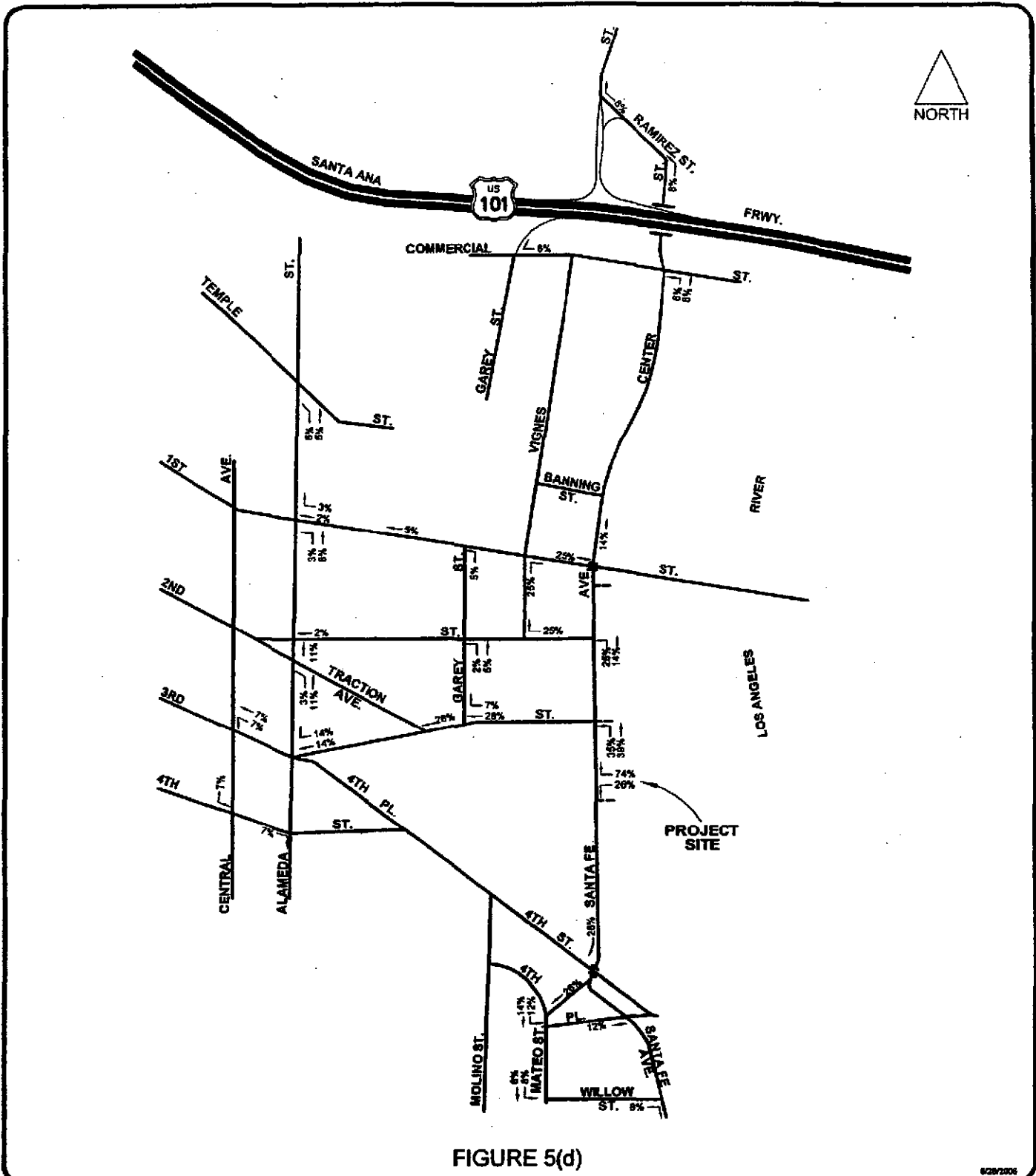


FIGURE 5(d)

6/28/2006

FILE ONE SANTA FE MIXED USE/FPOURST/PETAL-OUTBOUND

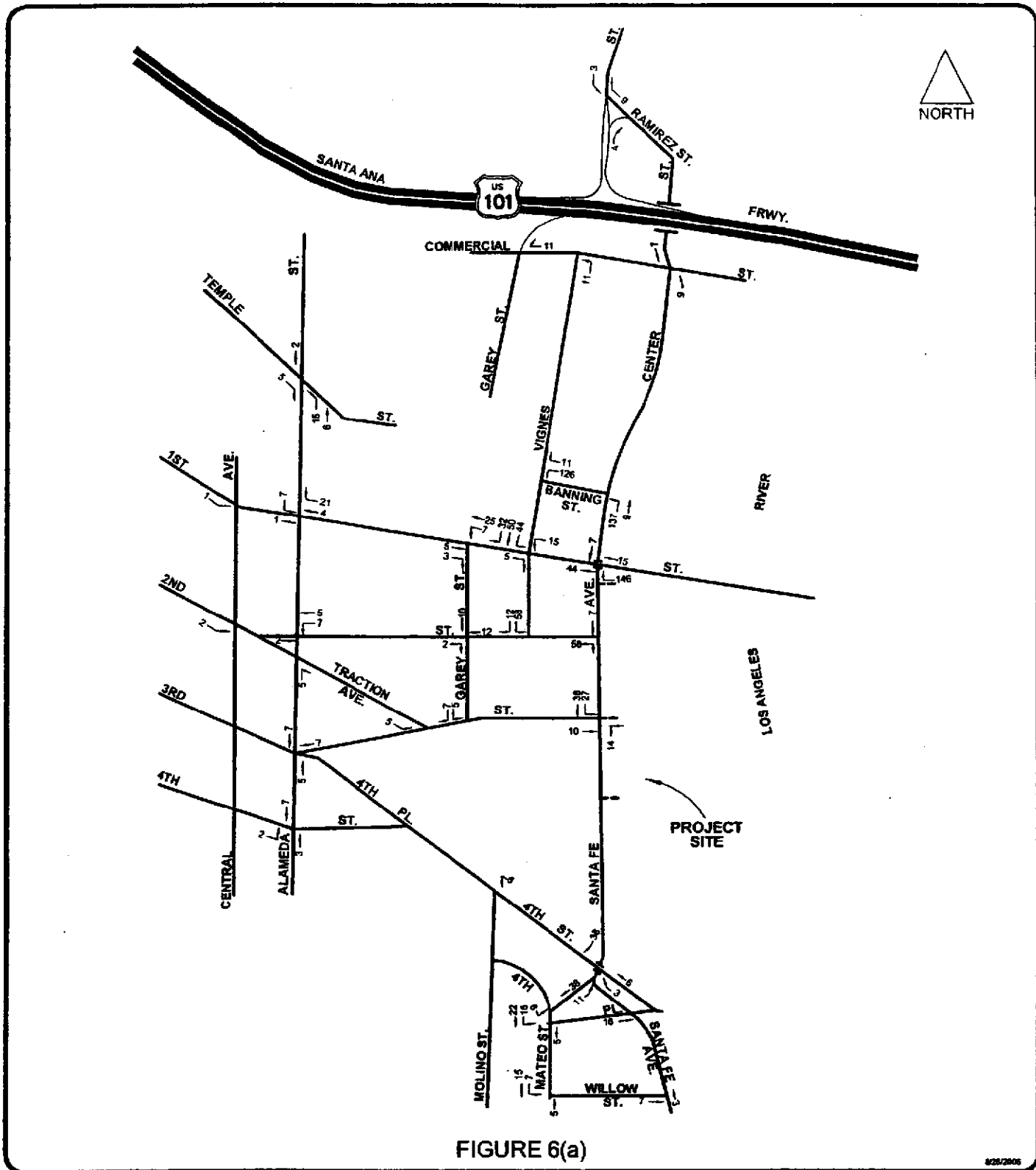
**PROJECT TRIP DISTRIBUTION PERCENTAGES  
RETAIL USE - OUTBOUND**



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One Santa Fe Mixed Use (WVWL/RESIDENTIAL)

**RESIDENTIAL TRAFFIC VOLUMES  
AM PEAK HOUR**



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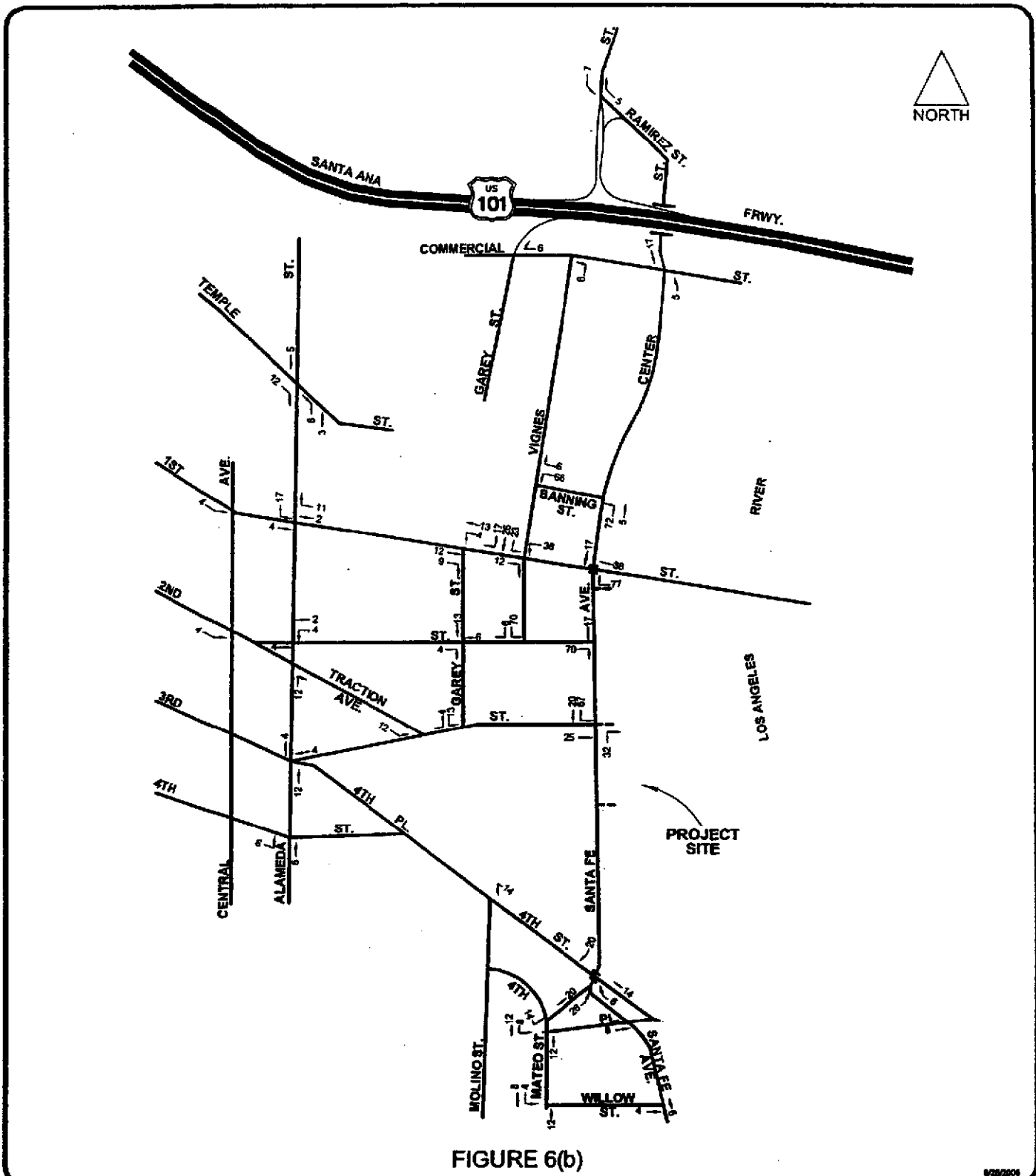


FIGURE 6(b)

8/22/2004

One Santa Fe Mixed Use PM/VOL/RESIDENTIAL

RESIDENTIAL TRAFFIC VOLUMES  
PM PEAK HOUR



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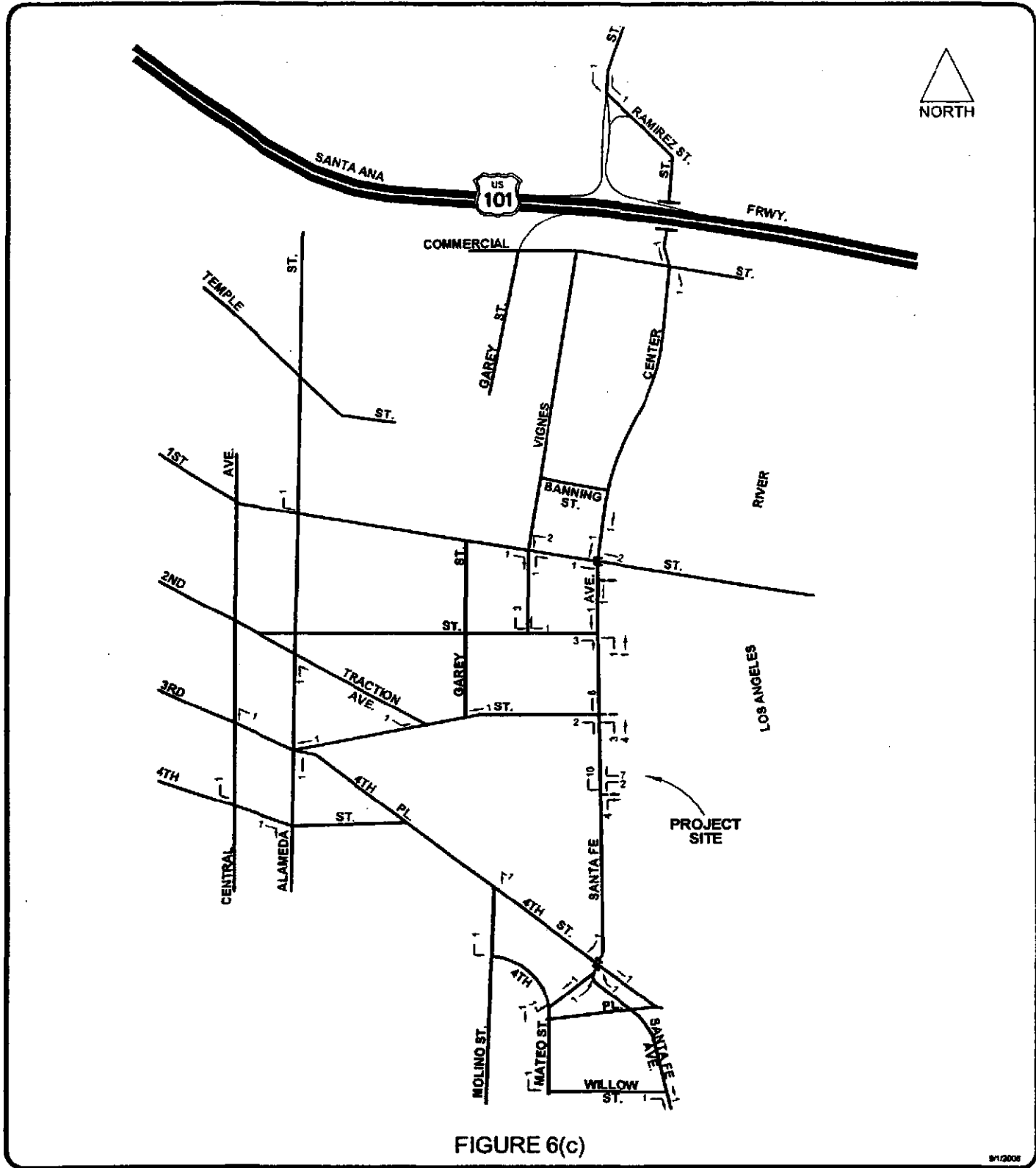


FIGURE 6(c)

8/1/2008

One Santa Fe Mixed Use (ARVOLUME/RETAIL)

RETAIL TRAFFIC VOLUMES  
AM PEAK HOUR



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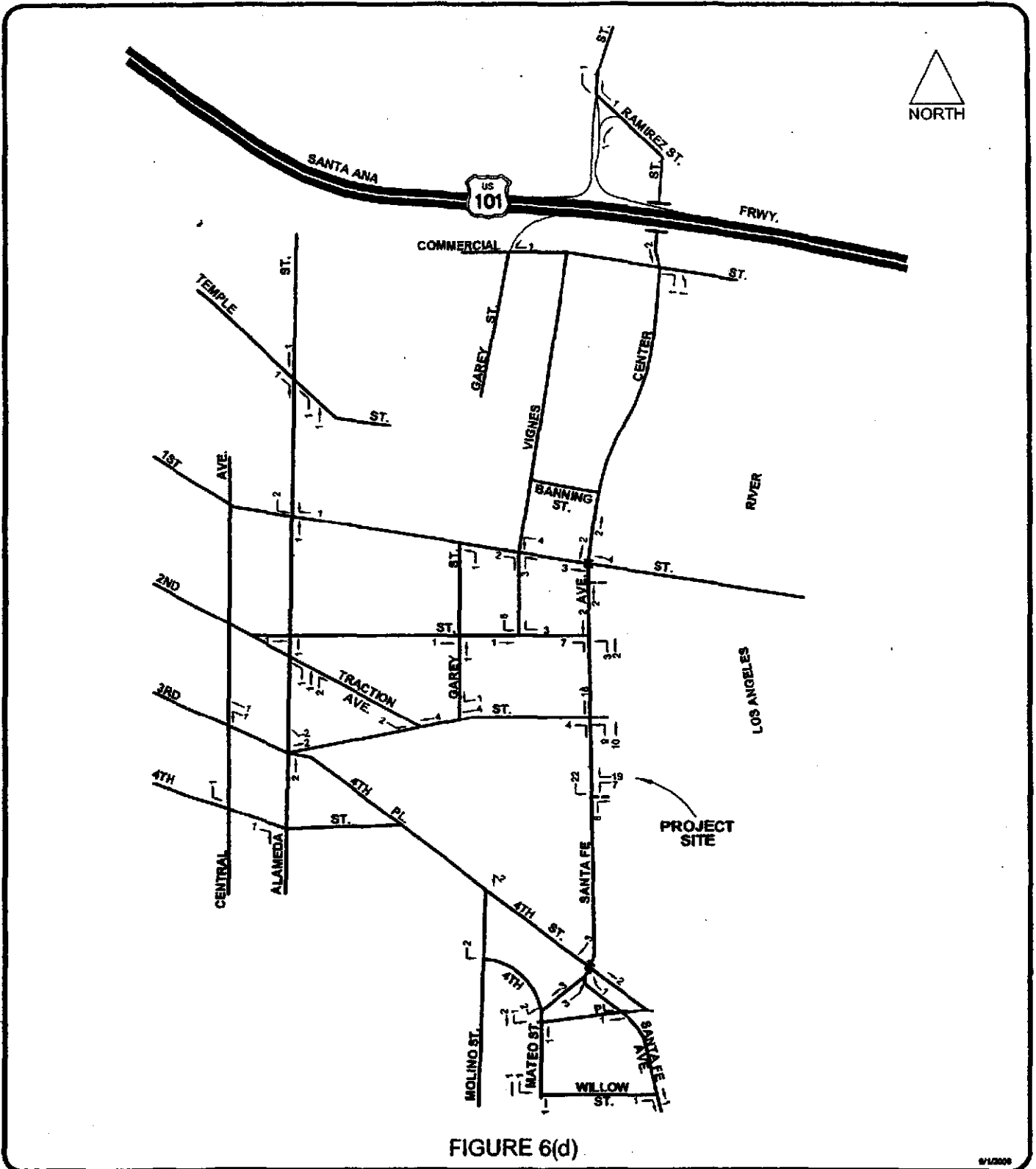


FIGURE 6(d)

9/12/00

City Service Fee Mixed Use/PREVOL/RETAIL

RETAIL TRAFFIC VOLUMES  
PM PEAK HOUR



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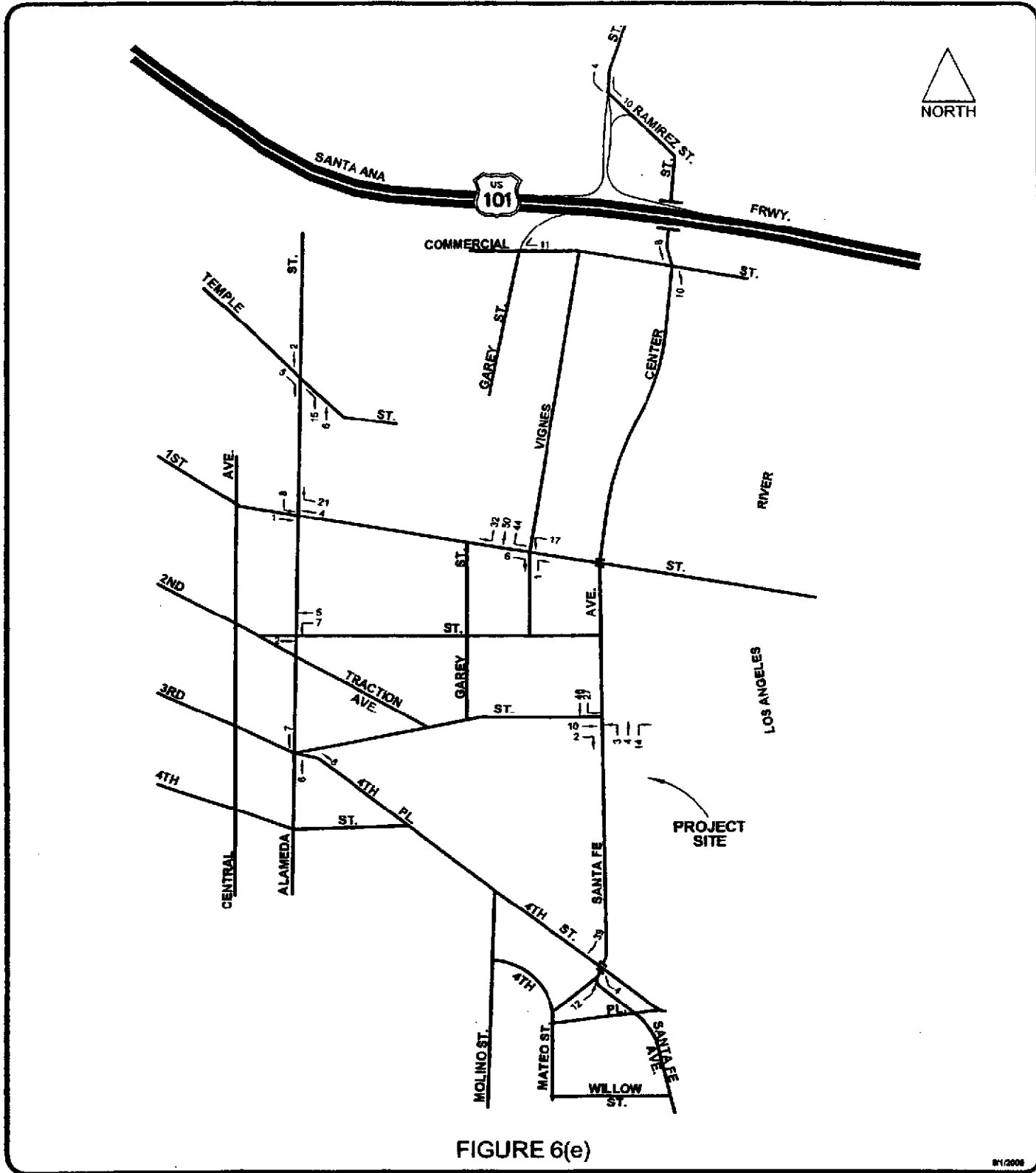


FIGURE 6(e)

8/1/2006

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**TOTAL PROJECT TRAFFIC VOLUMES  
AM PEAK HOUR**



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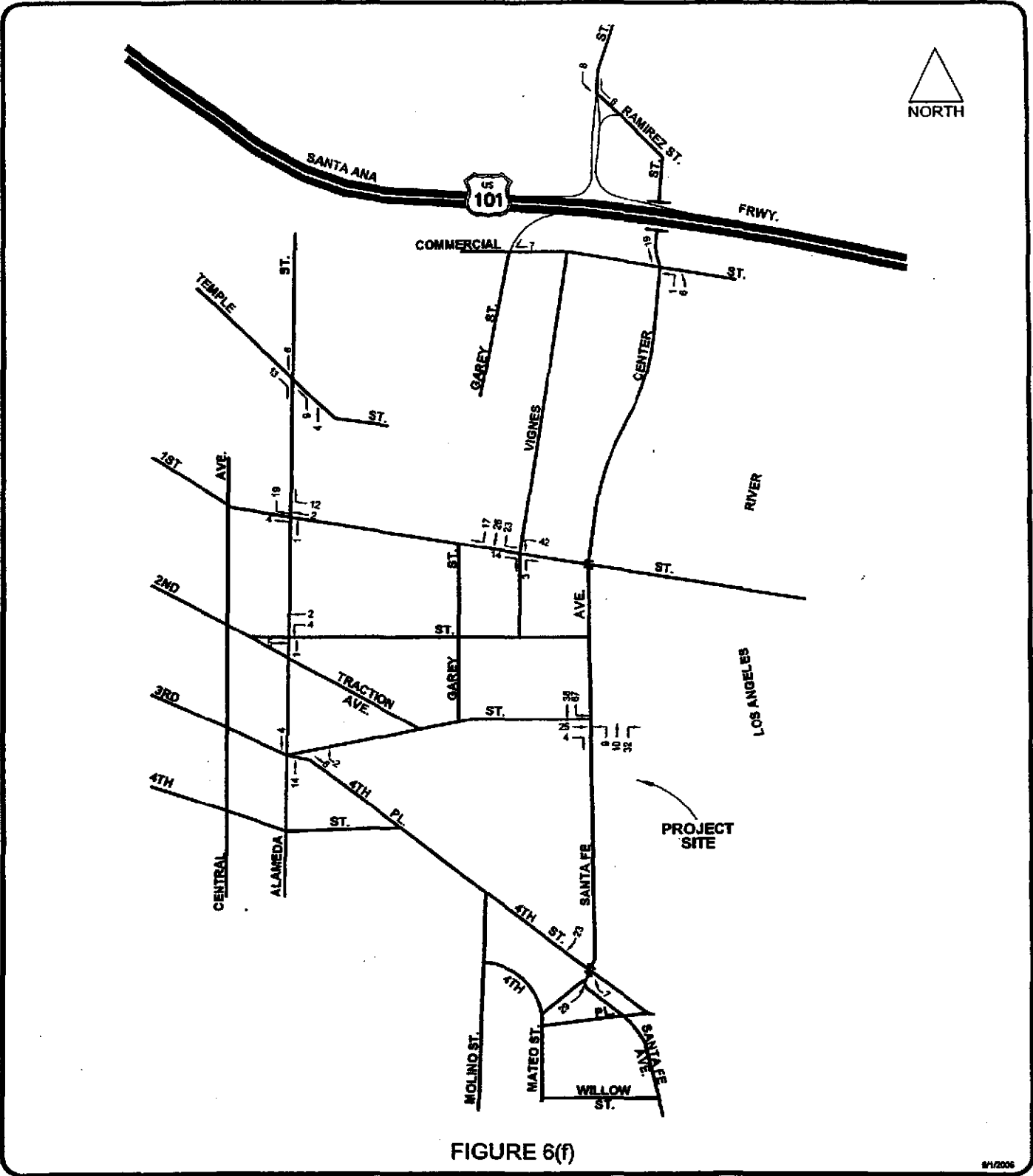


FIGURE 6(f)

8/1/2006

One Santa Fe Blvd, Los Angeles, CA 90025

TOTAL PROJECT TRAFFIC VOLUMES  
PM PEAK HOUR



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## Parking and Vehicular Access

The project will provide parking in accordance with the requirements of the Los Angeles Municipal Code (LAMC). Per LAMC 12.21 A.4(p)(1), residential buildings in this area are required to provide one parking space for each dwelling unit with three habitable rooms or less (i.e., up to and including a one-bedroom unit), and one and one-quarter parking spaces for each dwelling unit with more than three habitable rooms. Based on the unit breakdown shown in Table 7, a total of 470 parking spaces are required per code for the 442 apartment units.

For commercial uses, the LAMC requires four parking spaces per 1,000 square feet of gross floor area of retail use and two parking spaces per 1,000 square feet of gross floor area of office use. The latter ratio was assumed for the live/work units, which have been analyzed with a floor area of 27,260 square feet. Per code, therefore, the project retail use has a parking requirement of 100 spaces and the live/work units a requirement of 55 spaces.

**Table 7  
Project Code Parking Summary**

<b>Use</b>	<b>Size</b>	<b>Parking Ratio</b>	<b>Spaces Required</b>
Apartment			
1 bedroom or less	331 du	1.0 space/unit*	331 spaces
More than 1 bedroom	111 du	1.25 space/unit*	139 spaces
Live/Work (17 du)	27,260 sf	2.0 space/1,000 sf	55 spaces
Retail	25,000 sf	4.0 spaces/1,000 sf	100 spaces
<b>Total Required Project Parking</b>			<b>625 spaces</b>

\* Per LAMC 12.21 A.4(p)(1)

As shown in Table 7, a combined total of 625 parking spaces are required by code for the project uses. A parking supply of approximately 670 parking spaces will be provided for these uses. With a surplus of approximately 45 spaces supply, the project adequately complies with the code parking requirement. In addition, the project will provide approximately 120 replacement parking spaces for the MTA Maintenance Yard. (Note: Restaurant uses provided within the 25,000 square feet of retail area would have a code ratio requirement of 10.0 spaces per 1,000 square feet, which could decrease the amount of surplus spaces.)

All project vehicular access will be via driveways on Santa Fe Avenue. For the above grade parking structure on the northern half of the project site, there will be a right-turn-only, exit-only driveway at the north end of the site. The main entry driveway, which will be entry only, will be at the south end of the structure and located approximately opposite 3rd Street. A two-way driveway at the south end of the site will access the subterranean garage on the southern half of the site. A separate driveway is planned for the surface parking lot south of 3rd Street on the southern half of the site.

## **FUTURE (2009) TRAFFIC CONDITIONS**

There are a number of projects either under construction or planned for development in the project vicinity that may contribute to traffic volumes in the study area. For this reason, the analysis of future traffic conditions has been expanded to include potential traffic volume increases expected to be generated by projects that have not yet been developed. As the proposed project is expected to be completed in 2009, that year has been selected as the future study year.

In order to evaluate future (2009) traffic conditions in the project area, an ambient traffic growth factor of 1.0 percent per year, compounded annually, was applied to the existing (2006) traffic volumes at the 10 study intersections. The result provides the "baseline" traffic volumes for the analysis of future (2009) conditions. Although the inclusion of the annual growth factor usually accounts for area-wide traffic increases, for the purposes of a conservative analysis, the traffic generated by "related projects" in the study area was also added to the future baseline traffic volumes. The total future volumes, including related projects, provide the basis for the "Without Project" condition. Finally, project traffic was analyzed as an incremental addition to the Future (2009) "Without Project" condition to determine the Future (2009) "With Project" condition.

### **Ambient Traffic Growth**

Based on analyses of the trends in traffic growth in the Downtown area over the last several years, LADOT has determined that an annual traffic growth factor of 1.0 percent is reasonable. This growth factor is used to account for increases in traffic resulting from general ambient traffic growth in the study vicinity due to ongoing growth, or potential development projects not yet proposed or outside of the project study area. The annual traffic growth factor of 1.0 percent was applied to the existing 2006 traffic volumes to develop the estimated volumes for the future (2009) baseline conditions.

## Related Projects

In addition to the 1.0 percent annual traffic growth rate, a listing of potential related projects in the study area that might be developed within the study time frame were obtained from LADOT, City of Los Angeles Planning Department, Los Angeles Unified School District (LAUSD), and recent studies of projects in the area. A review of the information currently available indicated that a total of 80 projects within an approximate one and one-half mile radius of the project site could add traffic to the study intersections.

The locations of these related projects are shown in Figure 7. The number of trips expected to be generated by the related projects was estimated by applying the appropriate trip generation rates and equations from the ITE manual, Trip Generation, 7th Edition, published in 2003. These trip generation rates and equations are in Appendix D. The related project descriptions and their trip generation estimates are summarized in Table 8. As noted previously, the ambient traffic growth rate is generally sufficient to estimate increases in traffic volumes at the study locations. However, for a more conservative estimate of cumulative traffic volumes, the trips generated by the related projects were also included.

For the analysis of Future (2009) Without Project traffic conditions, the related projects trip generation was assigned to the study area circulation system, using methodologies similar to those previously described for project trip assignment. The total related projects traffic volumes assigned to the study intersections are illustrated in Figures 8(a) and 8(b) for the AM and PM peak hours, respectively.

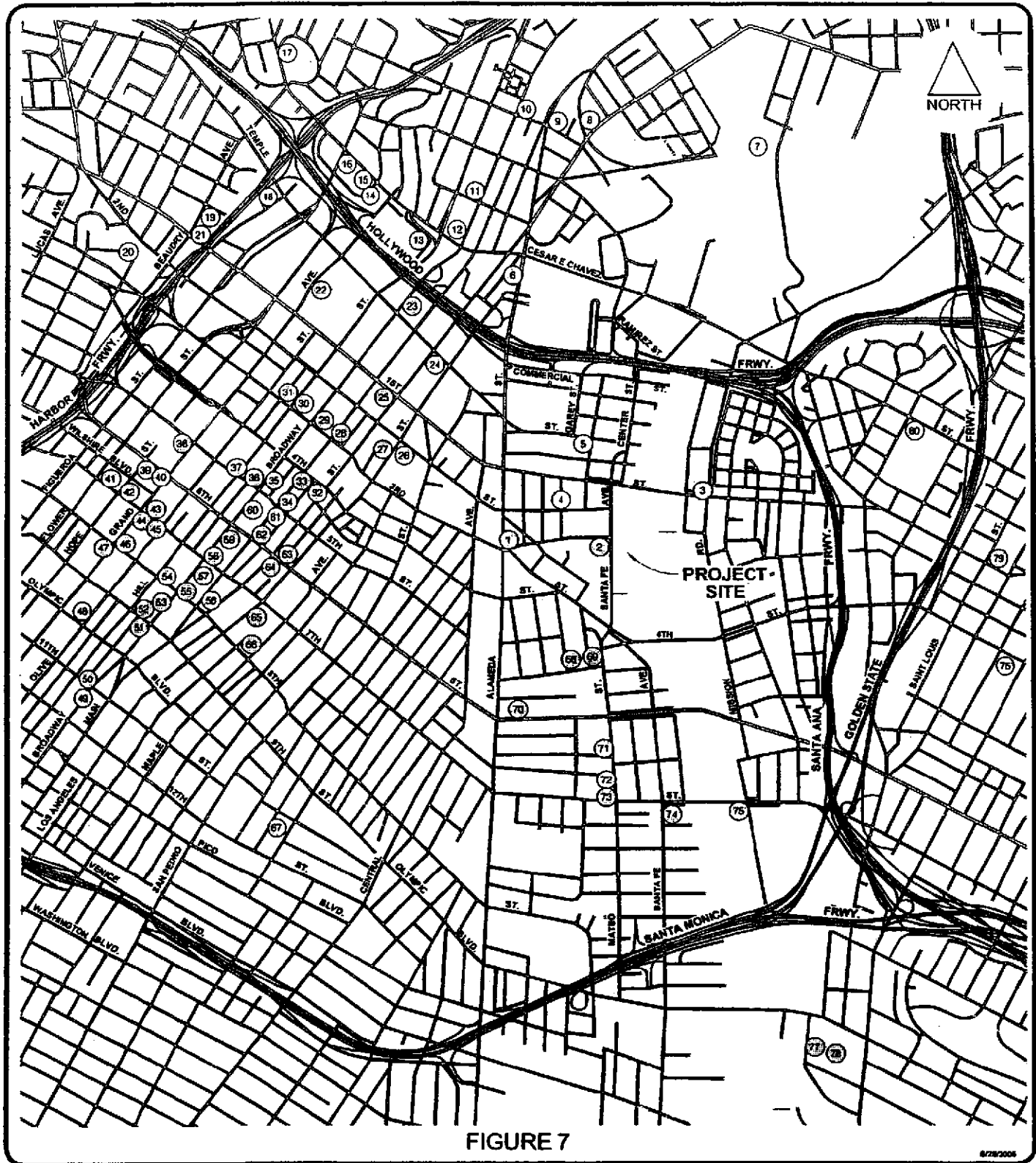


FIGURE 7

8/28/2008

ONE SANTA FE MIXED USE/LEPP/US

RELATED PROJECTS LOCATIONS MAP



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**Table 8  
Related Projects Location, Description and Trip Generation**

Map No.	Location (Address)	Size	Unit	Description	Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
1.	701 E. 3rd St.	8,770	sf	Bar/Lounge	497	0	0	0	65	34	99
2.	970 E. 3rd St.			<u>The Freight Yard</u>							
		400	st	Architectural School							
		39,895	sf	Office	857	79	11	90	21	102	123
		168,325	sf	Retail	8,347	136	90	226	224	288	510
		408	du	Residential	2,742	42	166	208	164	89	253
					11,746	257	267	524	409	477	886
3.	1201 1st St.	1,208	st	High School	2,082	341	153	494	79	90	169
4.	802 E. 2nd St. <sup>(1)</sup>	302	du	Condominium	1,248	(4)	66	62	69	25	94
		22,335	sf	Retail							
5.	Temple St. and Vignes St.	82,000	sf	Emergency Operations Center (EOC-POC-FDS)	2,289	161	20	181	73	161	234
		30,000	sf	Medical Services Division Facility	838	59	7	66	27	59	86
					3,127	220	27	247	100	220	320
6.	Alameda St. and Los Angeles St. <sup>(2)</sup>			<u>Alameda District Plan</u>							
		8,200,000	sf	Office	18,851	2,803	383	3,186	788	3,844	4,632
		750	rm	Hotel	3,084	128	82	210	118	104	222
		300	du	Apartment	1,008	18	81	77	61	33	93
		250,000	sf	Retail	6,160	83	53	138	275	298	573
		70,000	sf	Museum	1,890	27	11	37	119	129	248
					31,973	3,057	590	3,648	1,361	4,408	5,768
7.	1855 Main St.	550	st	Elementary School	710	127	104	231	69	85	154
		230	st	Middle School	373	67	55	122	18	17	35
					1,083	194	159	353	87	102	189
8.	1101 Main St.	300	du	Condominium	1,758	22	110	132	105	51	156
9.	Alameda St. and College St.	30	du	Live/Work	202	3	12	15	12	7	19
		5,000	sf	Retail	222	4	2	6	6	8	14
		20,600	sf	Office	386	48	6	52	17	84	101
					810	53	20	73	35	99	134
10.	800 N. Broadway	223	du	Condominium	1,307	17	81	98	78	38	116
		20,718	sf	Retail	918	15	10	25	25	31	56
		17,424	sf	Restaurant	2,215	105	96	201	116	74	190
		6,130	sf	Cultural Center	331	4	2	6	21	22	43
					4,771	141	189	330	240	165	405
11.	711 N. Broadway	85	du	Apartment	437	7	26	33	26	14	40
12.	Cesar Chavez St. and Broadway <sup>(3)</sup>	280	du	Condominium	2,401	33	98	131	129	89	218
		22,000	sf	Retail							
13.	450 N. Grand Av.	1,728	st	High School	2,955	489	219	708	114	126	242
14.	500 Bunker Hill Av.	17,000	sf	Supermarket	1,738	34	21	55	91	87	178
		4,200	sf	Retail	186	3	2	5	5	6	11
					1,924	37	23	60	96	93	189
15.	720 Cesar E. Chavez Av.	200	du	Condominium	1,172	15	73	88	70	34	104
		16,700	sf	Retail	2,122	32	21	53	92	100	192
					3,294	47	94	141	162	134	296

**Table 8 (continued)  
Related Projects Location, Description and Trip Generation**

Map No.	Location (Address)	Size Unit	Description	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
51.	901 - 909 S. Broadway	82 du	Apartment	561	8	34	42	33	18	51
52.	315 9th St. <sup>(7)</sup>	210 du 9,000 sf	Condominium Retail	1,140	14	56	70	64	38	102
53.	649 S. Broadway	147 du	Apartment	988	15	60	75	59	32	91
54.	760 S. Hill St.	91 du	Apartment	612	9	37	46	36	20	56
55.	756 S. Broadway	46 du	Apartment	308	5	18	23	19	10	29
56.	756 S. Spring St.	46 du	Apartment	309	5	18	23	19	10	29
57.	740 S. Broadway	12,500 sf	Dance Hall	412	6	9	15	26	25	51
58.	219 - 225 W. 7th St.	73 du	Apartment	491	7	30	37	29	16	45
59.	620 S. Main St.	35 du	Apartment	235	4	14	18	14	8	22
60.	540 S. Broadway	143 du	Apartment	961	15	58	73	58	31	89
61.	610 S. Spring St.	153 du	Apartment	1,028	16	62	78	62	33	95
62.	548 S. Spring St.	157 du	Apartment	1,055	16	64	80	63	34	97
63.	101 - 131 E. 6th St. <sup>(8)</sup>	132 du 11,018 sf 8,927 sf	Apartment Quality Restaurant Retail	530	9	1	10	30	16	46
64.	610 S. Main St.	726 sf 13,921 sf 726 sf	Retail Restaurant Pool/Lounge/Event Center	32 1,770 32	1 83 1	0 77 0	1 160 1	1 93 1	1 59 1	2 152 2
				1,834	85	77	162	95	61	156
65.	738 - 750 S. Los Angeles St.	308 du	Apartment	2,070	31	126	157	124	67	191
66.	315 - 317 E. 8th St.	64 du	Apartment	430	7	26	33	26	14	40
67.	1016 Towne Av.	78,972 sf	Wholesale Mart	531	28	11	39	21	20	41
68.	530 S. Hewitt St.	300 du	Apartment	2,016	31	122	153	121	65	186
69.	500 - 530 S. Molino St.	91 du	Apartment	612	9	37	46	36	20	56
70.	1281 - 1333 E. 6th St.	70 du	Apartment	470	7	29	36	28	15	43
71.	652 S. Mateo St.	18 du	Apartment	121	2	7	9	7	4	11
72.	1820 E. Industrial St.	229 du	Apartment	1,539	23	94	117	92	50	142
73.	2051 7th St.	182 du 3,000 sf	Condominium Retail	1,067 133	14 2	68 2	80 4	64 4	31 4	95 8
				1,200	16	68	84	68	35	103
74.	720 - 726 Santa Fe Av.	22 du	Apartment	148	2	9	11	9	5	14



**Table 8 (continued)  
Related Projects Location, Description and Trip Generation**

Map No.	Location (Address)	Size	Unit	Description	Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
75.	777 Mission Rd.	65,597	sf	Industrial	597	70	9	79	10	74	84
76.	425 S. Soto St.	2,508	sf	Fast-Food Restaurant with Drive-Through Window	1,244	68	65	133	45	42	87
77.	1500 Rio Vista Av.	132,000	sf	Warehouse	655	48	11	59	16	46	62
78.	2650 Olympic Bl. <sup>[1]</sup>	657	du	Condominium	16,800	386	407	793	840	268	1,108
		115	du	Apartment							
		578,000	sf	Shopping Center							
		12,000	sf	Automotive Center							
		46,000	sf	Supermarket							
		85,000	sf	Office							
		21,000	sf	Restaurant							
79.	2111 1st St.	62,000	sf	Police Station	3,584	257	49	306	20	43	63
80.	1720 Cesar Chavez Av.	114,000	sf	Office	4,119	224	59	283	114	310	424
		359	bd	Hospital	4,240	284	122	406	168	299	467
					8,359	508	181	689	282	609	891

**Sources:**

- [1] Traffic Study Memorandum of Understanding (MOU) for Proposed Mixed-Use Project at 902 East Second Street, City of Los Angeles, Crain & Associates, August 2006
- [2] Alameda District Plan: 50 percent of trip generation assumed for 2009 study year.
- [3] Traffic Analysis for a Proposed Mixed-Use Development on Cesar E. Chavez Avenue between Broadway and Hill Street in the Chinatown Community of Los Angeles, Crain & Associates, June 2005.
- [4] Traffic Impact Report for the Proposed Broadstone Los Angeles Mixed-Use Development on the Southeast Corner of Beaudry Avenue and Mignonette Street, Crain & Associates, October 2004.
- [5] Grand Avenue Project EIR Traffic Study, The Mobility Group with FPL & Associates, May 30, 2006.
- [6] Traffic Analysis for the Herald Examiner Mixed-Use Project, City of Los Angeles, Crain & Associates, December 2005.
- [7] Traffic Analysis for Proposed Mixed-Use Project at the Northeast Corner of 8th Street and Hill Street, City of Los Angeles, Crain & Associates, May 2006.
- [8] Traffic Analysis for Proposed Santa Fe Lofts Project at 101-131 East 8th Street, City of Los Angeles, Crain & Associates, July 2006.
- [9] Traffic Analysis for Proposed Olympic/Soto Mixed Use Residential, Retail, and Commercial Center on the Southwest Corner of Olympic Boulevard and Soto Street, Crain & Associates, September 2005

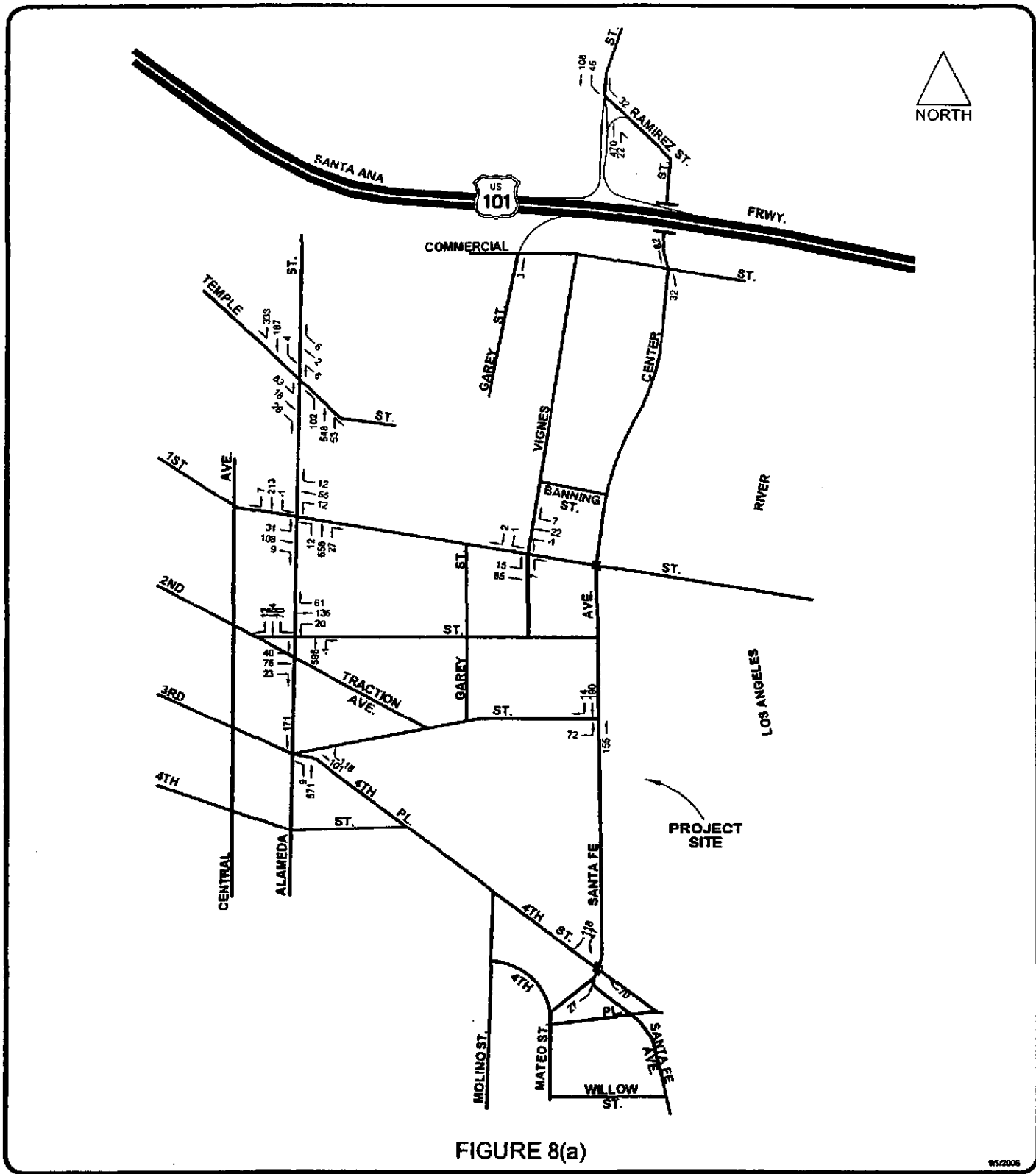


FIGURE 8(a)

95/2006

One Santa Fe Alameda URBANREL.PRI

RELATED PROJECT TRAFFIC VOLUMES  
AM PEAK HOUR



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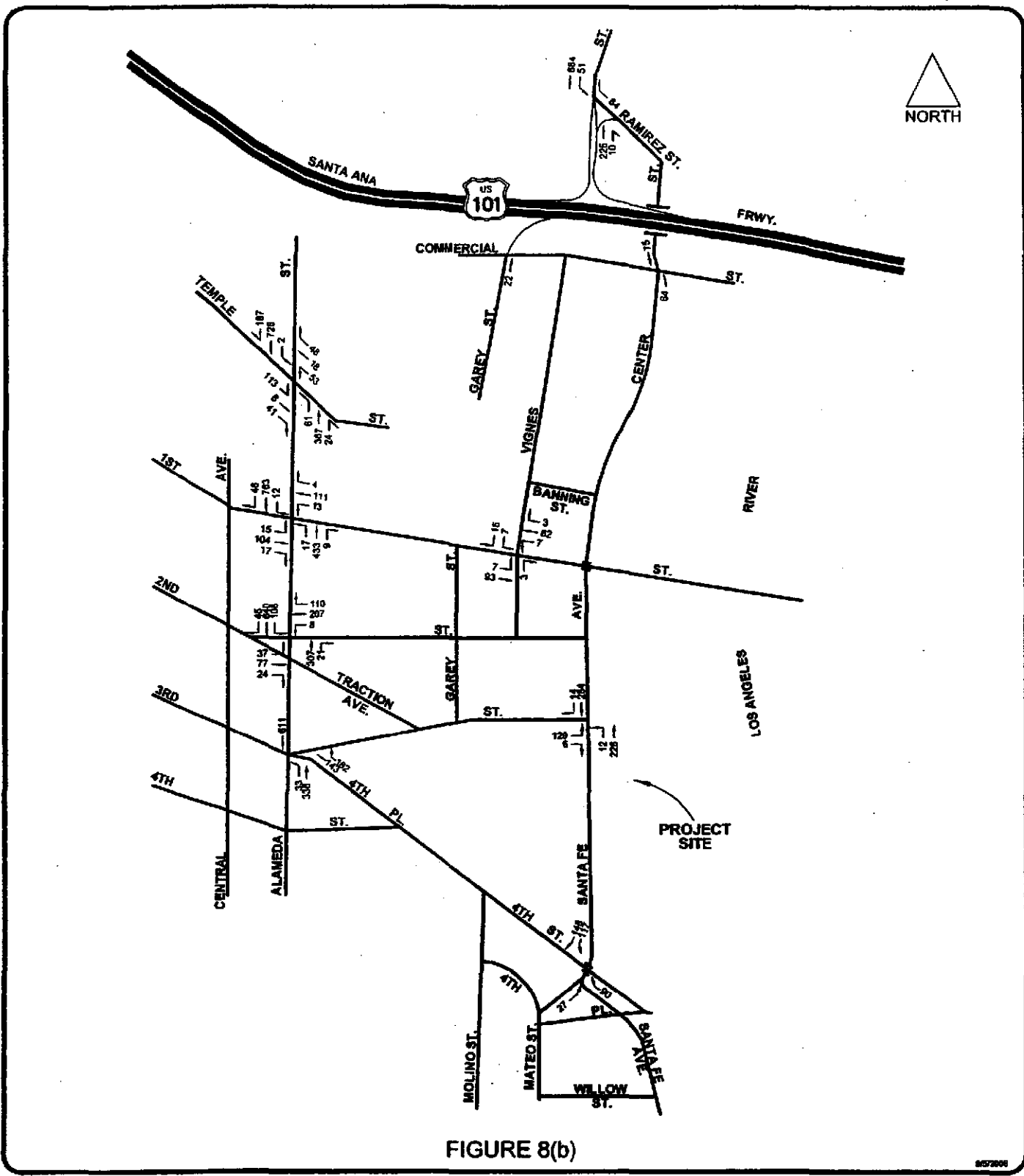


FIGURE 8(b)

8/27/2008

One Santa Fe Blvd URBAN PLAN

RELATED PROJECT TRAFFIC VOLUMES  
PM PEAK HOUR



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## Highway System and Transit Improvements

In order to accurately forecast future traffic conditions in the project area, an investigation into anticipated transportation improvements to the street system serving the project vicinity was also conducted. The 1st Street bridge across the Los Angeles Rivers is being improved as part of the Metro Gold Line Eastside Extension project. This improvement, which is slated to be completed by late 2009, will affect the study intersections of Alameda Street and 1st Street, and Vignes Street and 1st Street. At the former intersection, the westbound left-turn lane will be removed and at the latter, there will only be two lanes eastbound and westbound at Vignes Street. A Gold Line station is planned at 1st Street and Alameda Street near the project site.

A review of the City of Los Angeles Capital Improvement Program (CIP) 2004/05 - 2006/07 revealed that one improvement project is scheduled near the study area. The north side of Temple Street from Vignes Street to Alameda Street is to be widened. Little, if any, funding for this improvement project has been established. However, as its completion by 2009 (the future study year) is highly unlikely, it has not been included as an improvement that might affect the analysis.

It is also anticipated that Santa Fe Avenue will soon be officially redesignated a Modified Collector Street between 1st Street and 4th Street, and that the One Santa Fe project will improve the street accordingly as part of project construction. Santa Fe Avenue will then have one through lane in each direction, along with left-turn channelization, on this segment.

Caltrans Project Study Reports (PSRs) were also reviewed to determine any transportation improvements planned for the freeway network in the Downtown area. Two improvement projects along the Harbor Freeway (I-110) were the subject of PSRs. The first is an improvement to the northbound I-110 to provide additional capacity and

merging/weaving area between the I-110/I-10 interchange and approximately 6th Street. This improvement creates an additional "mainline" lane between the mainline auxiliary lane "split" and the mainline/auxiliary lane "crossover" south of 6th Street, as well as relocates the existing "decision point" for choosing the main line or auxiliary lanes farther north. Reconstruction and realignment of the 9th Street on-ramp is also included in the northbound SR-110 freeway improvements.

The second improvement project is an improvement to the southbound I-110 that includes the addition of an auxiliary lane from the 8th Street on-ramp to the I-10 interchange. The 8th Street on-ramp will also be realigned to provide additional merge/weave distance for better access from the on-ramp auxiliary lane to the southbound I-110.

Both I-110 improvements have been approved by Caltrans and funding for their construction has been obtained. However, their completions by the end of 2009 are not assured and, therefore, they were assumed to have no effect on the analysis.

### **Analysis of Future (2009) Traffic Conditions**

The analysis of future traffic conditions in the project area was performed using the same analysis procedures described previously in this report. For the analysis of future (2009) project traffic impacts, the geometric and traffic control characteristics used in the analysis of existing conditions were assumed, except for the changes to the intersections of Alameda Street and 1st Street, and Vignes Street and 1st Street due to the Gold Line Extension project, and the improvement to Santa Fe Avenue for the With Project condition. As noted earlier, future (2009) baseline traffic volumes for the Without Project condition were determined by combining area ambient traffic growth with the total related projects traffic volumes. The Future (2009) Without Project traffic volumes are illustrated in Figures 9(a) and 9(b) for the AM and PM peak hours, respectively.

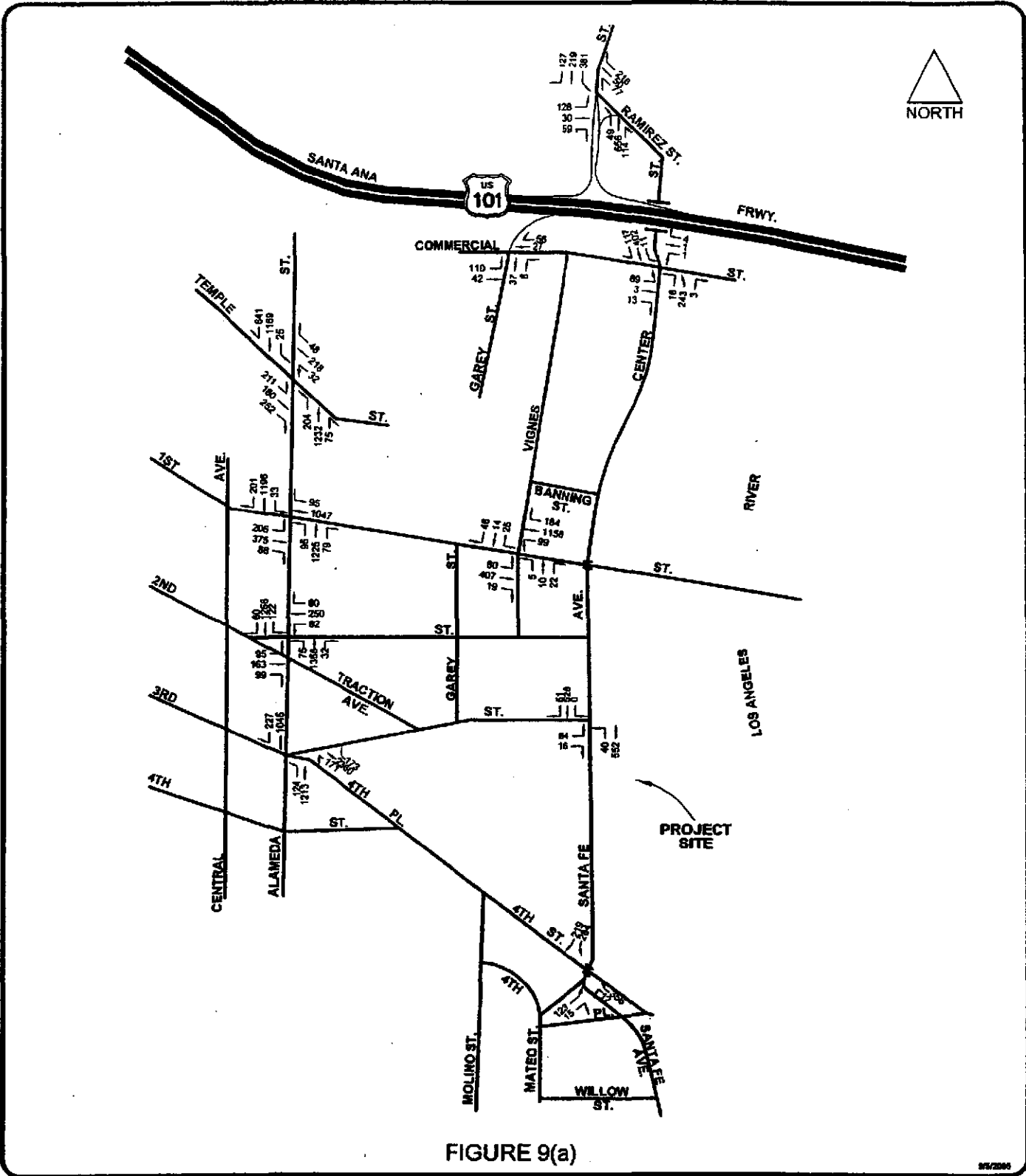


FIGURE 9(a)

8/8/2006

One Drive For More Livability

**FUTURE (2009) TRAFFIC VOLUMES WITHOUT PROJECT AM PEAK HOUR**



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The net project volumes in Figures 6(e) and 6(f) were then combined with the Future (2009) Without Project traffic volumes in Figures 9(a) and 9(b) to develop the Future (2009) With Project volumes, which were used to determine traffic impacts directly attributable to the project. The Future With Project morning and afternoon peak-hour traffic volumes are shown in Figures 10(a) and 10(b), respectively.

The results of the analysis of future traffic conditions at the study intersections are summarized in Table 9. The CMA calculation worksheets for future conditions are included in Appendix E. With the addition of ambient traffic growth and related projects traffic, two study intersections are forecasted to be at LOS E in one or both peak hours. Two other study intersections are expected to experience LOS D in one peak hour. The remaining six intersections are projected to be at LOS C or better in one or both peak hours.

The LOS is expected to worsen at four intersections due to the addition of project traffic. Project traffic will result in a change from LOS A to LOS B in the AM peak hour and LOS C to LOS D in the PM peak hour at the intersection of Santa Fe Avenue and 3rd Street. The LOS will also decrease from D to E at the intersection of Alameda Street and Temple Street during the PM peak hour, from A to B at the intersection of Vignes Street and 1st Street during the AM peak hour, and from A to B at the intersection of Santa Fe Avenue and Mateo Street during the PM peak hour.

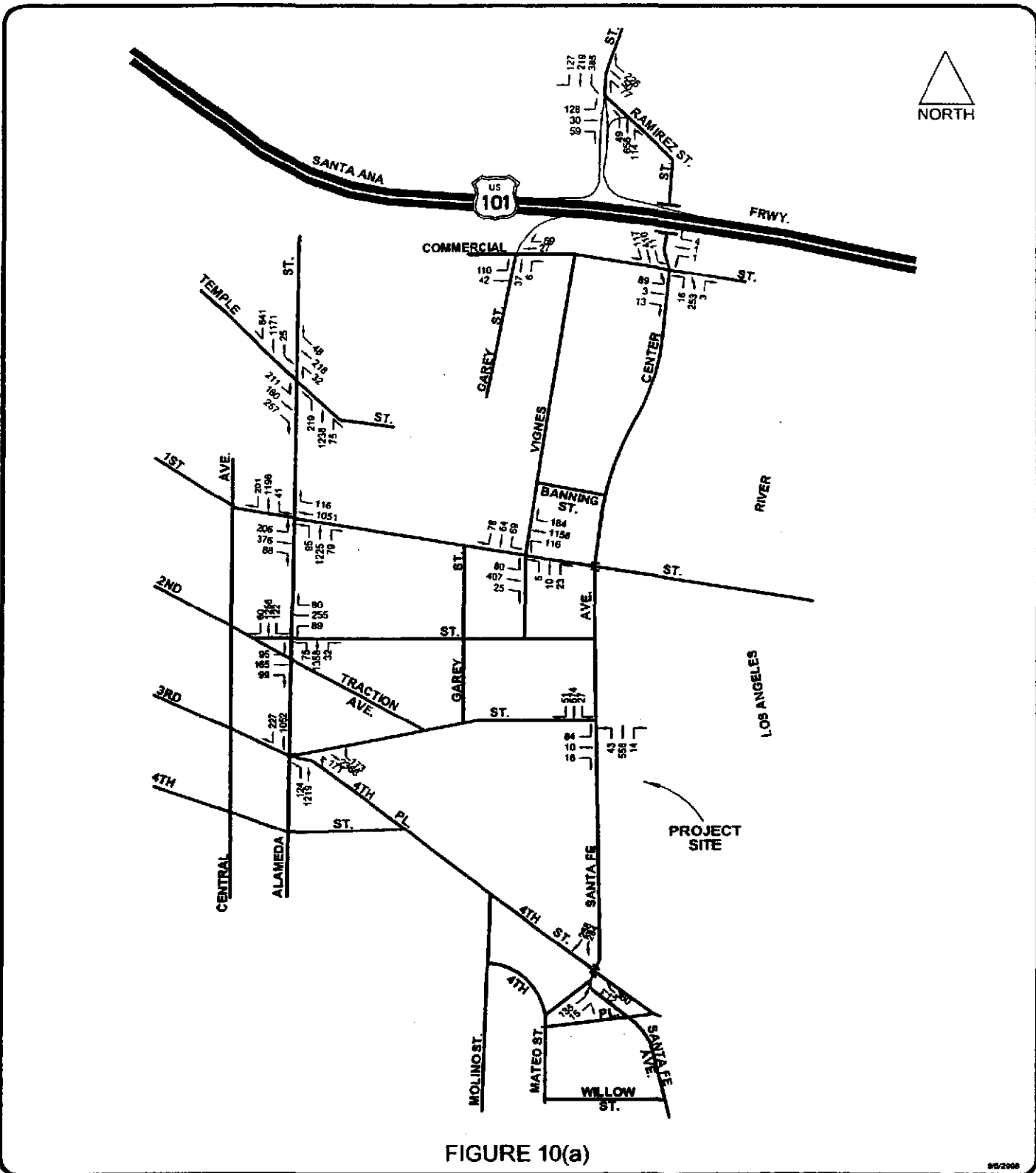


FIGURE 10(a)

9/9/2008

Over Santa Fe Alameda Urban Area

FUTURE (2009) TRAFFIC VOLUMES  
WITH PROJECT  
AM PEAK HOUR



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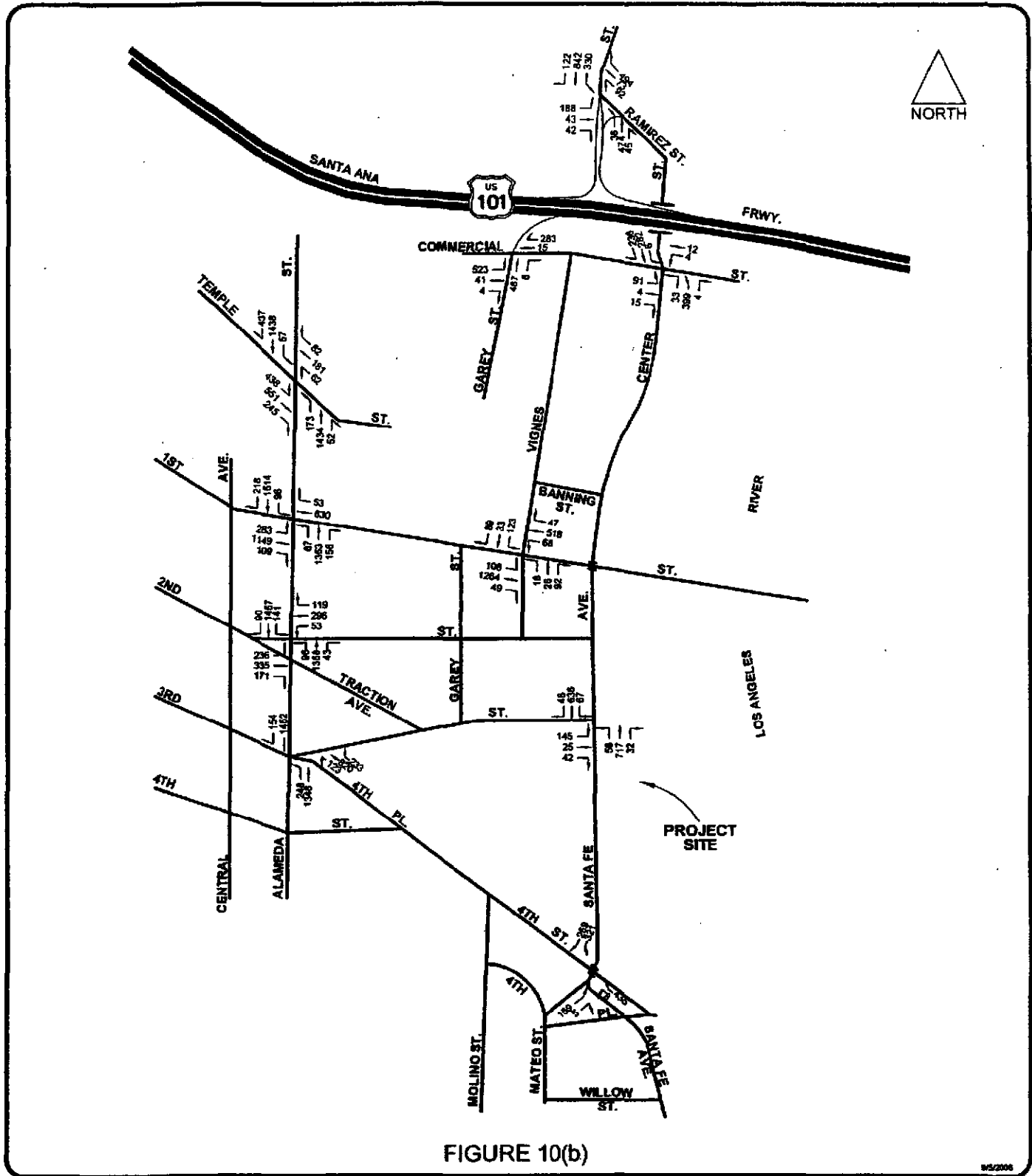


FIGURE 10(b)

05/2008

One Sheet For Mixed Use of PMB002WP

FUTURE (2009) TRAFFIC VOLUMES  
WITH PROJECT  
PM PEAK HOUR



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**Table 9**  
**Critical Movement Analysis (CMA) and Level of Service (LOS) Summary**  
**Future (2009) Without and With Project Traffic Conditions**

No.	Intersection	Peak Hour	Without Project		With Project			Significant Impact
			CMA	LOS	CMA	LOS	Impact	
1.	Alameda Street and Temple Street	AM	0.685	B	0.696	B	0.011	No
		PM	0.897	D	0.905	E	0.008	No
2.	Alameda Street and 1st Street	AM	0.962	E	0.971	E	0.009	No
		PM	0.962	E	0.964	E	0.002	No
3.	Alameda Street and 2nd Street	AM	0.802	D	0.805	C	0.003	No
		PM	0.996	E	0.997	E	0.001	No
4.	Alameda Street and 3rd Street/4th Place	AM	0.811	D	0.815	D	0.004	No
		PM	0.773	C	0.775	C	0.002	No
5.	Vignes Street and Ramirez Street	AM	0.502	A	0.506	A	0.004	No
		PM	0.708	C	0.709	C	0.001	No
6.	Garey Street/US 101 SB On-Ramp and Commercial Street	AM	0.103	A	0.111	A	0.008	No
		PM	0.701	C	0.705	C	0.004	No
7.	Vignes Street and 1st Street	AM	0.561	A	0.658	B	0.097	No
		PM	0.637	B	0.690	B	0.053	No
8.	Center Street and Commercial Street	AM	0.524	A	0.532	A	0.008	No
		PM	0.513	A	0.519	A	0.006	No
9.	Santa Fe Avenue and 3rd Street	AM	0.577	A	0.650	B	0.073	No
		PM	0.781	C	0.857	D	0.076	Yes
10.	Santa Fe Avenue and Mateo Street	AM	0.544	A	0.587	A	0.043	No
		PM	0.583	A	0.627	B	0.044	No

**Appendix C**  
**Project Trip Generation Equations**

Apartment (per dwelling unit) – LU 220

Daily:  $T = 6.01 (D) + 150.35$   
AM Peak Hour:  $T = 0.49 (D) + 3.73$ ; I/B = 20%, O/B = 80%  
PM Peak Hour:  $T = 0.55 (D) + 17.65$ ; I/B = 65%, O/B = 35%

Apartment (per dwelling unit) – LU 220

Daily:  $T = 6.72 (D)$   
AM Peak Hour:  $T = 0.51 (D)$ ; I/B = 20%; O/B = 80%  
PM Peak Hour:  $T = 0.62 (D)$ ; I/B = 65%; O/B = 35%

General Office Building (per 1,000 sf) – LU 710

Daily:  $T = 11.01$   
AM Peak Hour:  $T = 1.55 (A)$ ; I/B = 88%, O/B = 12%  
PM Peak Hour:  $T = 1.49 (A)$ ; I/B = 17%, O/B = 83%

Shopping Center (per 1,000 sf) – LU 820

Daily:  $T = 42.94 (A)$   
AM Peak Hour:  $T = 1.03 (A)$ ; I/B = 61%, O/B = 39%  
PM Peak Hour:  $T = 3.75 (A)$ ; I/B = 48%, O/B = 52%

Where:

T = trip ends                      A = building area in 1,000's of square feet  
I/B = inbound                      D = dwelling unit  
O/B = outbound

Source:

Trip Generation, 7th Edition, 2003, Institute of Transportation Engineers,  
Washington D.C.

**APPENDIX D**  
**RELATED PROJECTS TRIP GENERATION RATES AND EQUATIONS**

**Appendix D**  
**Related Projects Trip Generation Rates and Equations**

**General Light Industrial (per 1,000 sf) – LU 110**

Daily: T = 6.97 (A)  
AM Peak Hour: T = 0.92 (A); I/B = 88%, O/B = 12%  
PM Peak Hour: T = 0.98 (A); I/B = 12%, O/B = 88%

**Warehousing (per 1,000 sf) – LU 150**

Daily: T = 4.96 (A)  
AM Peak Hour: T = 0.45 (A); I/B = 82%, O/B = 18%  
PM Peak Hour: T = 0.47 (A); I/B = 25%, O/B = 75%

**Apartment (per dwelling unit) – LU 220**

Daily: T = 6.72 (D)  
AM Peak Hour: T = 0.51 (D); I/B = 20%; O/B = 80%  
PM Peak Hour: T = 0.62 (D); I/B = 65%; O/B = 35%

**Residential Condominium/Townhouse (per dwelling unit) – LU 230**

Daily: T = 5.86 (D)  
AM Peak Hour: T = 0.44 (D); I/B = 17%; O/B = 83%  
PM Peak Hour: T = 0.52 (D); I/B = 67%; O/B = 33%

**Hotel (per room) – LU 310**

Daily: T = 8.17 (R)  
AM Peak Hour: T = 0.56 (R); I/B = 61%, O/B = 39%  
PM Peak Hour: T = 0.59 (R); I/B = 53%, O/B = 47%

**Health/Fitness Club (per 1,000 sf) – LU 492**

Daily: T = 32.93 (A)  
AM Peak Hour: T = 1.21 (A); I/B = 42%, O/B = 58%  
PM Peak Hour: T = 4.05 (A); I/B = 51%, O/B = 49%

**Elementary School (per student) – LU 520**

Daily: T = 1.29 (S)  
AM Peak Hour: T = 0.42 (S); I/B = 55%, O/B = 45%  
PM Peak Hour: T = 0.28 (S); I/B = 45%, O/B = 55%

**Middle School (per student) – LU 522**

Daily: T = 1.62 (S)  
AM Peak Hour: T = 0.53 (S); I/B = 55%, O/B = 45%  
PM Peak Hour: T = 0.15 (S); I/B = 52%, O/B = 48%

**Appendix D (continued)**  
**Related Projects Trip Generation Rates and Equations**

High School (per student) – LU 530

Daily: T = 1.71 (S)  
 AM Peak Hour: T = 0.41 (S); I/B = 69%, O/B = 31%  
 PM Peak Hour: T = 0.14 (S); I/B = 47%, O/B = 53%

Prison (per 1,000 sf) – LU 571

Daily:<sup>(1)</sup> T = 50.9 (A)  
 AM Peak Hour: T = 7.27 (A); I/B = 66%, 34%  
 PM Peak Hour: T = 2.91 (A); I/B = 28%, O/B = 72%

Library (per 1,000 sf) – LU 590

Daily: T = 54.0 (A)  
 AM Peak Hour: T = 1.05 (A); I/B = 72%, O/B = 28%  
 PM Peak Hour: T = 7.09 (A); I/B = 48%, O/B = 52%

Hospital (per bed) – LU 610

Daily: T = 11.81 (B)  
 AM Peak Hour: T = 1.13 (B); I/B = 70%, O/B = 30%  
 PM Peak Hour: T = 1.30 (B); I/B = 36%, O/B = 64%

General Office Building (per 1,000 sf) – LU 710

Daily: Ln(T) = 0.77 Ln(A) + 3.65  
 AM Peak Hour: Ln(T) = 0.80 Ln(A) + 1.55; I/B = 88%, O/B = 12%  
 PM Peak Hour: T = 1.12 (A) + 78.81; I/B = 17%, O/B = 83%

Medical-Dental Office Building (per 1,000 sf) – LU 720

Daily: T = 36.13 (A)  
 AM Peak Hour: T = 2.48 (A); I/B = 79%, O/B = 21%  
 PM Peak Hour: T = 3.72 (A); I/B = 27%, O/B = 73%

Government Office Building (per 1,000 sf) – LU 730

Daily: T = 68.93 (A)  
 AM Peak Hour: T = 5.88 (A); I/B = 84%, O/B = 16%  
 PM Peak Hour: T = 1.21 (A); I/B = 31%, O/B = 69%

Government Office Building (per employee) – LU 730

Daily: T = 11.95 (E)  
 AM Peak Hour: T = 1.02 (E); I/B = 84%, O/B = 16%  
 PM Peak Hour: T = 1.91 (E); I/B = 74%, O/B = 26%



**Appendix D (continued)**  
**Related Projects Trip Generation Rates and Equations**

Government Office Complex (per 1,000 sf) – LU 733

Daily:  $T = 27.92 (A)$   
 AM Peak Hour:  $T = 2.21 (A); I/B = 89\%, O/B = 11\%$   
 PM Peak Hour:  $T = 2.85 (A); I/B = 31\%, O/B = 69\%$

Specialty Retail (per 1,000 sf) – LU 814

Daily:  $T = 44.32 (A)$   
 AM Peak Hour:\*  $T = 1.2 (A); I/B = 60\%, O/B = 40\%$   
 PM Peak Hour:  $T = 2.71 (A); I/B = 44\%, O/B = 56\%$

Shopping Center (per 1,000 sf) – LU 820

Daily:  $\ln(T) = 0.65 \ln(A) + 5.83$   
 AM Peak Hour:  $\ln(T) = 0.60 \ln(A) + 2.29; I/B = 61\%, O/B = 39\%$   
 PM Peak Hour:  $\ln(T) = 0.66 \ln(A) + 3.40; I/B = 48\%, O/B = 52\%$

Supermarket (per 1,000 sf) – LU 850

Daily:  $T = 102.24 (A)$   
 AM Peak Hour:  $T = 3.25 (A); I/B = 61\%, O/B = 39\%$   
 PM Peak Hour:  $T = 10.45 (A); I/B = 51\%, O/B = 49\%$

Wholesale Market (per 1,000 sf) – LU 860

Daily:  $T = 6.73 (A)$   
 AM Peak Hour:<sup>[2]</sup>  $T = 0.50 (A); I/B = 71\%, O/B = 29\%$   
 PM Peak Hour:<sup>[2]</sup>  $T = 0.52 (A); I/B = 50\%, O/B = 50\%$

Quality Restaurant (per 1,000 sf) – LU 931

Daily:  $T = 89.95 (A)$   
 AM Peak Hour:  $T = 0.81 (A); I/B = 82\%, O/B = 18\%$   
 PM Peak Hour:  $T = 7.49 (A); I/B = 67\%, O/B = 33\%$

High-Turnover (Sit-Down) Restaurant (per 1,000 sf) – LU 932

Daily:  $T = 127.15 (A)$   
 AM Peak Hour:  $T = 11.52 (A); I/B = 52\%, O/B = 48\%$   
 PM Peak Hour:  $T = 10.92 (A); I/B = 61\%, O/B = 39\%$

Fast-Food Restaurant with Drive-Through Window (per 1,000 sf) – LU 934

Daily:  $T = 496.12 (A)$   
 AM Peak Hour:  $T = 53.11 (A); I/B = 51\%, O/B = 49\%$   
 PM Peak Hour:  $T = 34.64 (A); I/B = 52\%, O/B = 48\%$

**Appendix D (continued)**  
**Related Projects Trip Generation Rates and Equations**

Drinking Place (per 1,000 sf) – LU 936

Daily <sup>[1]</sup>: T = 56.70 (A)  
AM Peak Hour: T = N/A  
PM Peak Hour: T = 11.34 (A); I/B = 66%, O/B = 34%

Where:

T = trip ends	A = building area in 1,000's of square feet
I/B = inbound	B = bed
O/B = outbound	D = dwelling unit
	E = employee
	R = room
	S = student

Notes:

- [1] Daily rate not provided. Assumed 5 x the sum of the AM and PM peak hour rates.
- [2] Directional split not provided. Assumed AM and PM peak hour directional distributions for Discount Club (Land Use 861).

Source:

Trip Generation, 7th Edition, Institute of Transportation Engineers, Washington D.C., 2003.

- \* San Diego Traffic Generators, San Diego Association of Governments (SANDAG), April 2002.

**APPENDIX E**  
**CMA CALCULATION WORKSHEETS**

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, ALAMEDA STREET & TEMPLE STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	25	210	41	0
EASTBOUND	124	157	169	50
NORTHBOUND	99	664	0	21
SOUTHBOUND	20	953	0	299

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	124	N/A	157	N/A	169	N/A
NORTHBOUND	99	N/A	332	N/A	0	N/A
SOUTHBOUND	20	N/A	476	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES .....	250
NORTH-SOUTH CRITICAL VOLUMES .....	575
THE SUM OF CRITICAL VOLUMES .....	825
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2*
CMA VALUE .....	0.480
LEVEL OF SERVICE .....	A

\* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, ALAMEDA STREET & TEMPLE STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	32	218	48	0
EASTBOUND	211	180	150	102
NORTHBOUND	204	1232	0	75
SOUTHBOUND	25	1169	536	105

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	211	N/A	165	165	N/A	N/A
NORTHBOUND	204	N/A	616	N/A	0	N/A
SOUTHBOUND	25	N/A	584	N/A	536	N/A

EAST-WEST CRITICAL VOLUMES ..... 344  
NORTH-SOUTH CRITICAL VOLUMES ..... 788

THE SUM OF CRITICAL VOLUMES ..... 1132

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2\*

CMA VALUE ..... 0.685

LEVEL OF SERVICE ..... B

-----  
\* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, ALAMEDA STREET & TEMPLE STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	32	218	48	0
EASTBOUND	211	180	148	109
NORTHBOUND	219	1238	0	75
SOUTHBOUND	25	1171	536	105

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	211	N/A	164	164	N/A	N/A
NORTHBOUND	219	N/A	619	N/A	0	N/A
SOUTHBOUND	25	N/A	586	N/A	536	N/A

EAST-WEST CRITICAL VOLUMES .....	344
NORTH-SOUTH CRITICAL VOLUMES .....	805
THE SUM OF CRITICAL VOLUMES .....	1149
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	2*
CMA VALUE .....	0.696
LEVEL OF SERVICE .....	B

\* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, ALAMEDA STREET & TEMPLE STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
 CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	9	158	33	0
EASTBOUND	315	527	185	0
NORTHBOUND	100	1032	0	27
SOUTHBOUND	53	683	0	243

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	315	N/A	356	356	N/A	N/A
NORTHBOUND	100	N/A	516	N/A	0	N/A
SOUTHBOUND	53	N/A	342	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES .....	411
NORTH-SOUTH CRITICAL VOLUMES .....	569
	-----
THE SUM OF CRITICAL VOLUMES .....	980
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2*
CMA VALUE .....	0.583
LEVEL OF SERVICE .....	A

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 \* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, ALAMEDA STREET & TEMPLE STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	62	181	82	0
EASTBOUND	438	551	232	0
NORTHBOUND	164	1430	0	52
SOUTHBOUND	57	1432	0	437

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	438	N/A	392	392	N/A	N/A
NORTHBOUND	164	N/A	715	N/A	0	N/A
SOUTHBOUND	57	N/A	716	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES ..... 570  
 NORTH-SOUTH CRITICAL VOLUMES ..... 880  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1450  
  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2\*  
  
 CMA VALUE ..... 0.897  
  
 LEVEL OF SERVICE ..... D

-----  
 \* Includes CMA value decreased due to ATSAC Implementation.



CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 1, ALAMEDA STREET & TEMPLE STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	62	181	82	0
EASTBOUND	438	551	245	0
NORTHBOUND	173	1434	0	52
SOUTHBOUND	57	1438	0	437

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	62	N/A	132	132	N/A	N/A
EASTBOUND	438	N/A	398	398	N/A	N/A
NORTHBOUND	173	N/A	717	N/A	0	N/A
SOUTHBOUND	57	N/A	719	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES .....	570
NORTH-SOUTH CRITICAL VOLUMES .....	892
THE SUM OF CRITICAL VOLUMES .....	1462
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2*
CMA VALUE .....	0.905
LEVEL OF SERVICE .....	E

\* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 2, ALAMEDA STREET & 1ST STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
 CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	147	805	81	0
EASTBOUND	170	259	37	40
NORTHBOUND	81	550	0	50
SOUTHBOUND	33	954	18	170

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	170	N/A	259	N/A	37	N/A
NORTHBOUND	81	N/A	275	N/A	0	N/A
SOUTHBOUND	33	N/A	477	N/A	18	N/A

EAST-WEST CRITICAL VOLUMES .....	613
NORTH-SOUTH CRITICAL VOLUMES .....	558
	-----
THE SUM OF CRITICAL VOLUMES .....	1171
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	3*
CMA VALUE .....	0.752
LEVEL OF SERVICE .....	C

\* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 2, ALAMEDA STREET & 1ST STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	1047	95	0
EASTBOUND	206	375	88	0
NORTHBOUND	95	1225	0	79
SOUTHBOUND	33	1196	0	201

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT		L/T/R SHARED
				SHARED	ONLY	
WESTBOUND	N/A	N/A	571	571	N/A	N/A
EASTBOUND	206	N/A	232	232	N/A	N/A
NORTHBOUND	95	N/A	612	N/A	0	N/A
SOUTHBOUND	33	N/A	598	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES .....	777
NORTH-SOUTH CRITICAL VOLUMES .....	693
	-----
THE SUM OF CRITICAL VOLUMES .....	1470
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	3*
CMA VALUE .....	0.962
LEVEL OF SERVICE .....	E

-----  
 \* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 2, ALAMEDA STREET & 1ST STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	1051	116	0
EASTBOUND	206	376	88	0
NORTHBOUND	95	1225	0	79
SOUTHBOUND	41	1196	0	201

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	206	N/A	232	232	N/A	N/A
NORTHBOUND	95	N/A	612	N/A	0	N/A
SOUTHBOUND	41	N/A	598	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES .....	790
NORTH-SOUTH CRITICAL VOLUMES .....	693
	-----
THE SUM OF CRITICAL VOLUMES .....	1483
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	3*
CMA VALUE .....	0.971
LEVEL OF SERVICE .....	E

\* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 2, ALAMEDA STREET & 1ST STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	89	400	36	0
EASTBOUND	260	1010	17	72
NORTHBOUND	68	892	99	44
SOUTHBOUND	63	729	0	167

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	89	N/A	218	218	N/A	N/A
EASTBOUND	260	N/A	1010	N/A	17	N/A
NORTHBOUND	68	N/A	446	N/A	99	N/A
SOUTHBOUND	63	N/A	364	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES ..... 1099  
 NORTH-SOUTH CRITICAL VOLUMES ..... 509  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1608  
  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3\*  
  
 CMA VALUE ..... 1.058  
  
 LEVEL OF SERVICE ..... F

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 \* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 2, ALAMEDA STREET & 1ST STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	628	41	0
EASTBOUND	283	1145	109	0
NORTHBOUND	87	1352	156	0
SOUTHBOUND	77	1514	0	218

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	283	N/A	627	627	N/A	N/A
NORTHBOUND	87	N/A	676	N/A	156	N/A
SOUTHBOUND	77	N/A	757	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES ..... 627  
 NORTH-SOUTH CRITICAL VOLUMES ..... 844  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1471  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3\*  
 CMA VALUE ..... 0.962  
 LEVEL OF SERVICE ..... E

\* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 2, ALAMEDA STREET & 1ST STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	630	53	0
EASTBOUND	283	1149	109	0
NORTHBOUND	87	1353	156	0
SOUTHBOUND	96	1514	0	218

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	283	N/A	629	629	N/A	N/A
NORTHBOUND	87	N/A	676	N/A	156	N/A
SOUTHBOUND	96	N/A	757	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES ..... 629  
 NORTH-SOUTH CRITICAL VOLUMES ..... 844

THE SUM OF CRITICAL VOLUMES ..... 1473

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 3\*

CMA VALUE ..... 0.964

LEVEL OF SERVICE ..... E

-----  
 \* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 3, ALAMEDA STREET & 2ND STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	60	111	18	0
EASTBOUND	53	84	38	36
NORTHBOUND	73	741	32	0
SOUTHBOUND	50	1070	47	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	53	N/A	84	N/A	38	N/A
NORTHBOUND	73	N/A	386	386	N/A	N/A
SOUTHBOUND	50	N/A	558	558	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	182
NORTH-SOUTH CRITICAL VOLUMES .....	631
	-----
THE SUM OF CRITICAL VOLUMES .....	813
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	3*
CMA VALUE .....	0.501
LEVEL OF SERVICE .....	A

\* Includes CMA value decreased due to ATSAC Implementation.



CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 3, ALAMEDA STREET & 2ND STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	82	250	80	0
EASTBOUND	95	163	19	80
NORTHBOUND	75	1358	32	0
SOUTHBOUND	122	1256	60	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	95	N/A	163	N/A	19	N/A
NORTHBOUND	75	N/A	695	695	N/A	N/A
SOUTHBOUND	122	N/A	658	658	N/A	N/A

EAST-WEST CRITICAL VOLUMES ..... 425  
NORTH-SOUTH CRITICAL VOLUMES ..... 817

THE SUM OF CRITICAL VOLUMES ..... 1242

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3\*

CMA VALUE ..... 0.802

LEVEL OF SERVICE ..... D

-----  
\* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 3, ALAMEDA STREET & 2ND STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	89	255	80	0
EASTBOUND	95	165	19	80
NORTHBOUND	75	1358	32	0
SOUTHBOUND	122	1256	60	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	95	N/A	165	N/A	19	N/A
NORTHBOUND	75	N/A	695	695	N/A	N/A
SOUTHBOUND	122	N/A	658	658	N/A	N/A

EAST-WEST CRITICAL VOLUMES ..... 430  
 NORTH-SOUTH CRITICAL VOLUMES ..... 817  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1247  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3\*  
 CMA VALUE ..... 0.805  
 LEVEL OF SERVICE ..... D

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 \* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 3, ALAMEDA STREET & 2ND STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
 CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	40	84	9	0
EASTBOUND	193	246	76	67
NORTHBOUND	93	1019	21	0
SOUTHBOUND	32	793	44	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	193	N/A	246	N/A	76	N/A
NORTHBOUND	93	N/A	520	520	N/A	N/A
SOUTHBOUND	32	N/A	418	418	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	286
NORTH-SOUTH CRITICAL VOLUMES .....	552
THE SUM OF CRITICAL VOLUMES .....	838
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	3*
CMA VALUE .....	0.518
LEVEL OF SERVICE .....	A

\* Includes CMA value decreased due to ATISAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 3, ALAMEDA STREET & 2ND STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	49	294	119	0
EASTBOUND	236	330	123	48
NORTHBOUND	96	1357	43	0
SOUTHBOUND	141	1457	90	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	49	N/A	N/A	413	N/A	N/A
EASTBOUND	236	N/A	330	N/A	123	N/A
NORTHBOUND	96	N/A	700	700	N/A	N/A
SOUTHBOUND	141	N/A	774	774	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	649
NORTH-SOUTH CRITICAL VOLUMES .....	870
THE SUM OF CRITICAL VOLUMES .....	1519
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	3*
CMA VALUE .....	0.996
LEVEL OF SERVICE .....	E

\* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 3, ALAMEDA STREET & 2ND STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	53	296	119	0
EASTBOUND	236	335	123	48
NORTHBOUND	96	1358	43	0
SOUTHBOUND	141	1457	90	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	1	0	0	1	0	0	2
EASTBOUND	1	0	1	0	1	0	3
NORTHBOUND	1	0	1	1	0	0	3
SOUTHBOUND	1	0	1	1	0	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	53	N/A	N/A	415	N/A	N/A
EASTBOUND	236	N/A	335	N/A	123	N/A
NORTHBOUND	96	N/A	700	700	N/A	N/A
SOUTHBOUND	141	N/A	774	774	N/A	N/A

EAST-WEST CRITICAL VOLUMES ..... 651  
 NORTH-SOUTH CRITICAL VOLUMES ..... 870  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1521  
  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3\*  
  
 CMA VALUE ..... 0.997  
  
 LEVEL OF SERVICE ..... E

\* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 4, ALAMEDA STREET & 3RD STREET/4TH STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	166	2193	53	0
EASTBOUND	0	0	0	0
NORTHBOUND	112	623	0	0
SOUTHBOUND	0	848	220	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	2	0	1	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	112	N/A	312	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	424	N/A	220	N/A

EAST-WEST CRITICAL VOLUMES .....	603
NORTH-SOUTH CRITICAL VOLUMES .....	536
THE SUM OF CRITICAL VOLUMES .....	1139
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2*
CMA VALUE .....	0.689
LEVEL OF SERVICE .....	B

\* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 4, ALAMEDA STREET & 3RD STREET/4TH STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	171	2360	173	0
EASTBOUND	0	0	0	0
NORTHBOUND	124	1213	0	0
SOUTHBOUND	0	1045	227	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	1	2	1	0	0	4
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	2	0	1	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	676	676	676	N/A	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	124	N/A	606	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	522	N/A	227	N/A

EAST-WEST CRITICAL VOLUMES ..... 676  
NORTH-SOUTH CRITICAL VOLUMES ..... 646

THE SUM OF CRITICAL VOLUMES ..... 1322

NUMBER OF CRITICAL CLEARANCE INTERVALS ..... 2\*

CMA VALUE ..... 0.811

LEVEL OF SERVICE ..... D

\* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 4, ALAMEDA STREET & 3RD STREET/4TH STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	171	2368	173	0
EASTBOUND	0	0	0	0
NORTHBOUND	124	1219	0	0
SOUTHBOUND	0	1052	227	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	2	0	1	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	124	N/A	610	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	526	N/A	227	N/A

EAST-WEST CRITICAL VOLUMES .....	678
NORTH-SOUTH CRITICAL VOLUMES .....	650
	-----
THE SUM OF CRITICAL VOLUMES .....	1328
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2*
CMA VALUE .....	0.815
LEVEL OF SERVICE .....	D

\* Includes CMA value decreased due to ATSAC Implementation.



CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 4, ALAMEDA STREET & 3RD STREET/4TH STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	119	651	67	0
EASTBOUND	0	0	0	0
NORTHBOUND	209	969	0	0
SOUTHBOUND	0	812	149	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	2	0	1	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	209	N/A	484	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	406	N/A	149	N/A

EAST-WEST CRITICAL VOLUMES .....	209
NORTH-SOUTH CRITICAL VOLUMES .....	615
THE SUM OF CRITICAL VOLUMES .....	824
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2*
CMA VALUE .....	0.479
LEVEL OF SERVICE .....	A

\* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 4, ALAMEDA STREET & 3RD STREET/4TH STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	123	814	231	0
EASTBOUND	0	0	0	0
NORTHBOUND	248	1334	0	0
SOUTHBOUND	0	1448	154	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	2	0	1	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	248	N/A	667	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	724	N/A	154	N/A

EAST-WEST CRITICAL VOLUMES ..... 292  
 NORTH-SOUTH CRITICAL VOLUMES ..... 972  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 1264  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2\*  
 CMA VALUE ..... 0.773  
 LEVEL OF SERVICE ..... C

-----  
 \* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 4, ALAMEDA STREET & 3RD STREET/4TH STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	123	820	233	0
EASTBOUND	0	0	0	0
NORTHBOUND	248	1348	0	0
SOUTHBOUND	0	1452	154	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
				SHARED	ONLY		
WESTBOUND	0	1	2	1	0	0	4
EASTBOUND	0	0	0	0	0	0	0
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	2	0	1	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT		L/T/R SHARED
				SHARED	ONLY	
WESTBOUND	N/A	294	294	294	N/A	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
NORTHBOUND	248	N/A	674	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	726	N/A	154	N/A

EAST-WEST CRITICAL VOLUMES ..... 294  
 NORTH-SOUTH CRITICAL VOLUMES ..... 974

THE SUM OF CRITICAL VOLUMES ..... 1268

NUMBER OF CRITICAL CLEARANCE INTERVALS .... 2\*

CMA VALUE ..... 0.775

LEVEL OF SERVICE ..... C

\* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 5, VIGNES STREET & RAMIREZ STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	75	49	17	162
EASTBOUND	124	29	33	24
NORTHBOUND	48	181	51	38
SOUTHBOUND	325	108	61	62

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	1	0	0	3
NORTHBOUND	2	0	2	0	1	0	5
SOUTHBOUND	2	0	1	1	0	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	62	62	N/A	62	N/A	N/A
NORTHBOUND	26	N/A	90	N/A	51	N/A
SOUTHBOUND	179	N/A	84	84	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	136
NORTH-SOUTH CRITICAL VOLUMES .....	269
	-----
THE SUM OF CRITICAL VOLUMES .....	405
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	4
CMA VALUE .....	0.295
LEVEL OF SERVICE .....	A

-----  
Eastbound and Westbound approaches have opposed signal phases.  
Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 5, VIGNES STREET & RAMIREZ STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	77	50	111	105
EASTBOUND	128	30	59	0
NORTHBOUND	49	656	74	40
SOUTHBOUND	381	219	127	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	1	0	0	3
NORTHBOUND	2	0	2	0	1	0	5
SOUTHBOUND	2	0	1	1	0	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	72	72	N/A	72	N/A	N/A
NORTHBOUND	27	N/A	328	N/A	74	N/A
SOUTHBOUND	210	N/A	173	173	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	152
NORTH-SOUTH CRITICAL VOLUMES .....	538
THE SUM OF CRITICAL VOLUMES .....	690
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	4
CMA VALUE .....	0.502
LEVEL OF SERVICE .....	A

-----  
 Eastbound and Westbound approaches have opposed signal phases.  
 Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 5, VIGNES STREET & RAMIREZ STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	77	50	120	106
EASTBOUND	128	30	59	0
NORTHBOUND	49	656	72	42
SOUTHBOUND	385	219	127	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	1	0	0	3
NORTHBOUND	2	0	2	0	1	0	5
SOUTHBOUND	2	0	1	1	0	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	72	72	N/A	72	N/A	N/A
NORTHBOUND	27	N/A	328	N/A	72	N/A
SOUTHBOUND	212	N/A	173	173	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	156
NORTH-SOUTH CRITICAL VOLUMES .....	540
	-----
THE SUM OF CRITICAL VOLUMES .....	696
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	4
CMA VALUE .....	0.506
LEVEL OF SERVICE .....	A

-----  
Eastbound and Westbound approaches have opposed signal phases.  
Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 5, VIGNES STREET & RAMIREZ STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	89	71	340	72
EASTBOUND	182	42	41	0
NORTHBOUND	35	242	0	34
SOUTHBOUND	263	153	118	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	1	0	0	3
NORTHBOUND	2	0	2	0	1	0	5
SOUTHBOUND	2	0	1	1	0	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	91	N/A	N/A	83	N/A	N/A
NORTHBOUND	19	N/A	121	N/A	0	N/A
SOUTHBOUND	145	N/A	136	136	N/A	N/A

EAST-WEST CRITICAL VOLUMES ..... 296  
 NORTH-SOUTH CRITICAL VOLUMES ..... 266  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 562  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4  
 CMA VALUE ..... 0.409  
 LEVEL OF SERVICE ..... A

-----  
 Eastbound and Westbound approaches have opposed signal phases.  
 Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 5, VIGNES STREET & RAMIREZ STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	92	73	247	241
EASTBOUND	188	43	42	0
NORTHBOUND	36	474	0	45
SOUTHBOUND	322	842	122	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	0	1	1	0	3
EASTBOUND	1	1	0	1	0	0	3
NORTHBOUND	2	0	2	0	1	0	5
SOUTHBOUND	2	0	1	1	0	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	92	N/A	N/A	160	160	N/A
EASTBOUND	94	N/A	N/A	85	N/A	N/A
NORTHBOUND	20	N/A	237	N/A	0	N/A
SOUTHBOUND	177	N/A	482	482	N/A	N/A

EAST-WEST CRITICAL VOLUMES ..... 254  
 NORTH-SOUTH CRITICAL VOLUMES ..... 719  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 973  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 4  
 CMA VALUE ..... 0.708  
 LEVEL OF SERVICE ..... C

-----  
 Eastbound and Westbound approaches have opposed signal phases.  
 Northbound and Southbound approaches have opposed signal phases.



CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 5, VIGNES STREET & RAMIREZ STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	92	73	253	241
EASTBOUND	188	43	42	0
NORTHBOUND	36	474	0	45
SOUTHBOUND	330	842	122	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	1	1	0	1	0	0	3
NORTHBOUND	2	0	2	0	1	0	5
SOUTHBOUND	2	0	1	1	0	0	4

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	94	N/A	N/A	85	N/A	N/A
NORTHBOUND	20	N/A	237	N/A	0	N/A
SOUTHBOUND	182	N/A	482	482	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	256
NORTH-SOUTH CRITICAL VOLUMES .....	719
THE SUM OF CRITICAL VOLUMES .....	975
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	4
CMA VALUE .....	0.709
LEVEL OF SERVICE .....	C

-----  
Eastbound and Westbound approaches have opposed signal phases.  
Northbound and Southbound approaches have opposed signal phases.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 6, GAREY STREET/US 101 SB ON-RAMP & COMMERCIAL STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	26	56	0
EASTBOUND	107	41	0	0
NORTHBOUND	0	33	0	6
SOUTHBOUND	0	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	0	1	0	1	0	0	2
EASTBOUND	2	0	0	1	0	0	3
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	N/A	26	N/A	N/A	56	N/A
EASTBOUND	59	N/A	N/A	41	N/A	N/A
NORTHBOUND	N/A	33	N/A	N/A	0	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	115
NORTH-SOUTH CRITICAL VOLUMES .....	33
	-----
THE SUM OF CRITICAL VOLUMES .....	148
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2
CMA VALUE .....	0.099
LEVEL OF SERVICE .....	A

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 6, GAREY STREET/US 101 SB ON-RAMP & COMMERCIAL STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	27	58	0
EASTBOUND	110	42	0	0
NORTHBOUND	0	37	0	6
SOUTHBOUND	0	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
				SHARED	ONLY		
WESTBOUND	0	1	0	1	0	0	2
EASTBOUND	2	0	0	1	0	0	3
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT		L/T/R SHARED
				SHARED	ONLY	
WESTBOUND	N/A	27	N/A	N/A	58	N/A
EASTBOUND	60	N/A	N/A	42	N/A	N/A
NORTHBOUND	N/A	37	N/A	N/A	0	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	118
NORTH-SOUTH CRITICAL VOLUMES .....	37
	-----
THE SUM OF CRITICAL VOLUMES .....	155
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2
CMA VALUE .....	0.103
LEVEL OF SERVICE .....	A

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 6, GAREY STREET/US 101 SB ON-RAMP & COMMERCIAL STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	27	69	0
EASTBOUND	110	42	0	0
NORTHBOUND	0	37	0	6
SOUTHBOUND	0	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	1	0	1	0	0	2
EASTBOUND	2	0	0	1	0	0	3
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	27	N/A	N/A	69	N/A
EASTBOUND	60	N/A	N/A	42	N/A	N/A
NORTHBOUND	N/A	37	N/A	N/A	0	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	129
NORTH-SOUTH CRITICAL VOLUMES .....	37
	-----
THE SUM OF CRITICAL VOLUMES .....	166
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	2
CMA VALUE .....	0.111
LEVEL OF SERVICE .....	A

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 6, GAREY STREET/US 101 SB ON-RAMP & COMMERCIAL STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
 CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	15	268	0
EASTBOUND	508	40	4	0
NORTHBOUND	0	451	0	6
SOUTHBOUND	0	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	0	1	0	1	0	0	2
EASTBOUND	2	0	0	1	0	0	3
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	N/A	15	N/A	N/A	268	N/A
EASTBOUND	279	N/A	N/A	44	N/A	N/A
NORTHBOUND	N/A	451	N/A	N/A	0	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	547
NORTH-SOUTH CRITICAL VOLUMES .....	451
	-----
THE SUM OF CRITICAL VOLUMES .....	998
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2
CMA VALUE .....	0.665
LEVEL OF SERVICE .....	B

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 6, GAREY STREET/US 101 SB ON-RAMP & COMMERCIAL STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	15	276	0
EASTBOUND	523	41	4	0
NORTHBOUND	0	487	0	6
SOUTHBOUND	0	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	2	0	0	1	0	0	3
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	288	N/A	N/A	45	N/A	N/A
NORTHBOUND	N/A	487	N/A	N/A	0	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	564
NORTH-SOUTH CRITICAL VOLUMES .....	487
THE SUM OF CRITICAL VOLUMES .....	1051
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2
CMA VALUE .....	0.701
LEVEL OF SERVICE .....	C

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 6, GAREY STREET/US 101 SB ON-RAMP & COMMERCIAL STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	15	283	0
EASTBOUND	523	41	4	0
NORTHBOUND	0	487	0	6
SOUTHBOUND	0	0	0	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
				SHARED	ONLY		
WESTBOUND	0	1	0	1	0	0	2
EASTBOUND	2	0	0	1	0	0	3
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	0	0

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT		L/T/R SHARED
				SHARED	ONLY	
WESTBOUND	N/A	15	N/A	N/A	283	N/A
EASTBOUND	288	N/A	N/A	45	N/A	N/A
NORTHBOUND	N/A	487	N/A	N/A	0	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	571
NORTH-SOUTH CRITICAL VOLUMES .....	487
	-----
THE SUM OF CRITICAL VOLUMES .....	1058
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2
CMA VALUE .....	0.705
LEVEL OF SERVICE .....	C

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 7, VIGNES STREET & 1ST STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
 CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	97	1103	172	0
EASTBOUND	63	313	10	8
NORTHBOUND	5	10	15	0
SOUTHBOUND	23	14	11	32

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	1	1	0	1	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	1	0	0	1	0	2

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	63	N/A	313	N/A	10	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	30
SOUTHBOUND	N/A	37	N/A	N/A	11	N/A

EAST-WEST CRITICAL VOLUMES .....	540
NORTH-SOUTH CRITICAL VOLUMES .....	53
-----	
THE SUM OF CRITICAL VOLUMES .....	593
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	2*
CMA VALUE .....	0.336
LEVEL OF SERVICE .....	A

\* Includes CMA value decreased due to ATSAC Implementation.



CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 7, VIGNES STREET & 1ST STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	99	1158	184	0
EASTBOUND	80	407	19	0
NORTHBOUND	5	10	22	0
SOUTHBOUND	25	14	46	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	1	0	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	80	N/A	N/A	426	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	37
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	85

EAST-WEST CRITICAL VOLUMES .....	856
NORTH-SOUTH CRITICAL VOLUMES .....	90
THE SUM OF CRITICAL VOLUMES .....	946
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	2*
CMA VALUE .....	0.561
LEVEL OF SERVICE .....	A

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 \* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 7, VIGNES STREET & 1ST STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	116	1158	184	0
EASTBOUND	80	407	25	0
NORTHBOUND	5	10	23	0
SOUTHBOUND	69	64	78	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	1	0	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	80	N/A	N/A	432	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	38
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	211

EAST-WEST CRITICAL VOLUMES .....	876
NORTH-SOUTH CRITICAL VOLUMES .....	216
THE SUM OF CRITICAL VOLUMES .....	1092
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2*
CMA VALUE .....	0.658
LEVEL OF SERVICE .....	B

\* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 7, VIGNES STREET & 1ST STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
 CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	18	423	43	0
EASTBOUND	98	1137	0	34
NORTHBOUND	17	25	83	0
SOUTHBOUND	90	7	0	55

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	1	1	0	1	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	1	0	0	1	0	2

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	552	682	N/A	0	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	125
SOUTHBOUND	N/A	97	N/A	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES .....	700
NORTH-SOUTH CRITICAL VOLUMES .....	215
	-----
THE SUM OF CRITICAL VOLUMES .....	915
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	2*
CMA VALUE .....	0.540
LEVEL OF SERVICE .....	A

\* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 7, VIGNES STREET & 1ST STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	26	518	47	0
EASTBOUND	108	1264	35	0
NORTHBOUND	18	26	89	0
SOUTHBOUND	100	7	72	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	1	0	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	605	N/A	802	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	133
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	179

EAST-WEST CRITICAL VOLUMES .....	828
NORTH-SOUTH CRITICAL VOLUMES .....	233
	-----
THE SUM OF CRITICAL VOLUMES .....	1061
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	2*
CMA VALUE .....	0.637
LEVEL OF SERVICE .....	B

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\* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 7, VIGNES STREET & 1ST STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	68	518	47	0
EASTBOUND	108	1264	49	0
NORTHBOUND	18	26	92	0
SOUTHBOUND	123	33	89	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED	TOTAL LANES
	ONLY	SHARED		SHARED	ONLY		
WESTBOUND	0	1	0	1	0	0	2
EASTBOUND	0	1	0	1	0	0	2
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT		THROUGH ONLY	RIGHT		L/T/R SHARED
	ONLY	SHARED		SHARED	ONLY	
WESTBOUND	N/A	146	N/A	486	N/A	N/A
EASTBOUND	N/A	612	N/A	809	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	136
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	245

EAST-WEST CRITICAL VOLUMES .....	877
NORTH-SOUTH CRITICAL VOLUMES .....	263
	-----
THE SUM OF CRITICAL VOLUMES .....	1140
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	2*
CMA VALUE .....	0.690
LEVEL OF SERVICE .....	B

-----  
 \* Includes CMA value decreased due to ATSAC Implementation.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 8, CENTER STREET & COMMERCIAL STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	1	1	4	0
EASTBOUND	86	3	13	0
NORTHBOUND	16	205	3	0
SOUTHBOUND	11	311	114	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	1	0	1	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	102
NORTHBOUND	16	N/A	205	N/A	3	N/A
SOUTHBOUND	11	N/A	311	N/A	114	N/A

EAST-WEST CRITICAL VOLUMES .....	103
NORTH-SOUTH CRITICAL VOLUMES .....	327
THE SUM OF CRITICAL VOLUMES .....	430
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	0
CMA VALUE .....	0.430
LEVEL OF SERVICE .....	A

Capacity used = 1000.

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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 8, CENTER STREET & COMMERCIAL STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	1	1	4	0
EASTBOUND	89	3	13	0
NORTHBOUND	16	243	3	0
SOUTHBOUND	11	402	117	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	1	0	1	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	105
NORTHBOUND	16	N/A	243	N/A	3	N/A
SOUTHBOUND	11	N/A	402	N/A	117	N/A

EAST-WEST CRITICAL VOLUMES .....	106
NORTH-SOUTH CRITICAL VOLUMES .....	418
	-----
THE SUM OF CRITICAL VOLUMES .....	524
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	0
CMA VALUE .....	0.524
LEVEL OF SERVICE .....	A

Capacity used = 1000.

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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 8, CENTER STREET & COMMERCIAL STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	1	1	4	0
EASTBOUND	89	3	13	0
NORTHBOUND	16	253	3	0
SOUTHBOUND	11	410	117	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	1	0	1	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	105
NORTHBOUND	16	N/A	253	N/A	3	N/A
SOUTHBOUND	11	N/A	410	N/A	117	N/A

EAST-WEST CRITICAL VOLUMES .....	106
NORTH-SOUTH CRITICAL VOLUMES .....	426
-----	
THE SUM OF CRITICAL VOLUMES .....	532
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	0
CMA VALUE .....	0.532
LEVEL OF SERVICE .....	A

Capacity used = 1000.

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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 8, CENTER STREET & COMMERCIAL STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	4	12	0	0
EASTBOUND	88	4	15	0
NORTHBOUND	31	319	4	0
SOUTHBOUND	6	182	229	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	1	0	1	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	107
NORTHBOUND	31	N/A	319	N/A	4	N/A
SOUTHBOUND	6	N/A	182	N/A	229	N/A

EAST-WEST CRITICAL VOLUMES .....	111
NORTH-SOUTH CRITICAL VOLUMES .....	325
	-----
THE SUM OF CRITICAL VOLUMES .....	436
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	0
CMA VALUE .....	0.436
LEVEL OF SERVICE .....	A

Capacity used = 1000.

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Total - 9-5-06- 50% district plan.xls, Worksheet: Total, Row: 47  
9/8/2006 8:38:10 AM

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 8, CENTER STREET & COMMERCIAL STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	4	12	0	0
EASTBOUND	91	4	15	0
NORTHBOUND	32	393	4	0
SOUTHBOUND	6	263	236	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	1	0	1	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	110
NORTHBOUND	32	N/A	393	N/A	4	N/A
SOUTHBOUND	6	N/A	263	N/A	236	N/A

EAST-WEST CRITICAL VOLUMES .....	114
NORTH-SOUTH CRITICAL VOLUMES .....	399
THE SUM OF CRITICAL VOLUMES .....	513
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	0
CMA VALUE .....	0.513
LEVEL OF SERVICE .....	A

Capacity used = 1000.

File: I:\Crain Projects\Active Projects\One Santa Fe Mixed Use\Data\Icap7\OSF  
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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 8, CENTER STREET & COMMERCIAL STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	4	12	0	0
EASTBOUND	91	4	15	0
NORTHBOUND	33	399	4	0
SOUTHBOUND	6	282	236	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	1	0	1	0	3
SOUTHBOUND	1	0	1	0	1	0	3

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	16
EASTBOUND	N/A	N/A	N/A	N/A	N/A	110
NORTHBOUND	33	N/A	399	N/A	4	N/A
SOUTHBOUND	6	N/A	282	N/A	236	N/A

EAST-WEST CRITICAL VOLUMES .....	114
NORTH-SOUTH CRITICAL VOLUMES .....	405
	-----
THE SUM OF CRITICAL VOLUMES .....	519
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	0
CMA VALUE .....	0.519
LEVEL OF SERVICE .....	A

Capacity used = 1000.

File: I:\Crain Projects\Active Projects\One Santa Fe Mixed Use\Data\Icap7\OSF  
Total - 9-5-06- 50% district plan.xls, Worksheet: Total, Row: 49  
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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 9, SANTA FE AVENUE & 3RD STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
 CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	12	0	16	0
NORTHBOUND	39	385	0	0
SOUTHBOUND	0	328	36	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	1	0	0	0	0	1
SOUTHBOUND	0	0	1	0	1	0	2

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	28
NORTHBOUND	N/A	424	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	328	N/A	36	N/A

EAST-WEST CRITICAL VOLUMES .....	28
NORTH-SOUTH CRITICAL VOLUMES .....	424
	-----
THE SUM OF CRITICAL VOLUMES .....	452
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	0
CMA VALUE .....	0.377
LEVEL OF SERVICE .....	A

Capacity used = 1200.

File: I:\Crain Projects\Active Projects\One Santa Fe Mixed Use\Data\Icap7\OSF  
 Total - 9-5-06- 50% district plan.xls, Worksheet: Total, Row: 50  
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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 9, SANTA FE AVENUE & 3RD STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	84	0	16	0
NORTHBOUND	40	552	0	0
SOUTHBOUND	0	528	51	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	1	0	0	0	0	1
SOUTHBOUND	0	0	1	0	1	0	2

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	100
NORTHBOUND	N/A	592	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	528	N/A	51	N/A

EAST-WEST CRITICAL VOLUMES .....	100
NORTH-SOUTH CRITICAL VOLUMES .....	592
	-----
THE SUM OF CRITICAL VOLUMES .....	692
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	0
CMA VALUE .....	0.577
LEVEL OF SERVICE .....	A

Capacity used = 1200.

File: I:\Crain Projects\Active Projects\One Santa Fe Mixed Use\Data\Icap7\OSF  
 Total - 9-5-06- 50% district plan.xls, Worksheet: Total, Row: 51  
 9/8/2006 8:38:10 AM

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 9, SANTA FE AVENUE & 3RD STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	84	10	18	0
NORTHBOUND	43	556	14	0
SOUTHBOUND	27	574	51	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	0	1	0	0	2

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	0
EASTBOUND	N/A	N/A	N/A	N/A	N/A	112
NORTHBOUND	43	N/A	N/A	570	N/A	N/A
SOUTHBOUND	27	N/A	N/A	625	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	112
NORTH-SOUTH CRITICAL VOLUMES .....	668
THE SUM OF CRITICAL VOLUMES .....	780
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	0
CMA VALUE .....	0.650
LEVEL OF SERVICE .....	B

-----

Capacity used = 1200.

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Total - 9-5-06- 50% district plan.xls, Worksheet: Total, Row: 52  
9/8/2006 8:38:10 AM

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 9, SANTA FE AVENUE & 3RD STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2009) WITH PROJECT + MITIGATION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	84	10	18	0
NORTHBOUND	43	556	14	0
SOUTHBOUND	27	574	51	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	0	1	0	0	2

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	112
NORTHBOUND	43	N/A	N/A	570	N/A	N/A
SOUTHBOUND	27	N/A	N/A	625	N/A	N/A

EAST-WEST CRITICAL VOLUMES ..... 112  
 NORTH-SOUTH CRITICAL VOLUMES ..... 668  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 780  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 3  
 CMA VALUE ..... 0.547  
 LEVEL OF SERVICE ..... A

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 9, SANTA FE AVENUE & 3RD STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	16	0	31	0
NORTHBOUND	34	467	0	0
SOUTHBOUND	0	305	33	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	1	0	0	0	0	1
SOUTHBOUND	0	0	1	0	1	0	2

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	47
NORTHBOUND	N/A	501	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	305	N/A	33	N/A

EAST-WEST CRITICAL VOLUMES .....	47
NORTH-SOUTH CRITICAL VOLUMES .....	501
	----
THE SUM OF CRITICAL VOLUMES .....	548
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	0
CMA VALUE .....	0.457
LEVEL OF SERVICE .....	A

Capacity used = 1200.

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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 9, SANTA FE AVENUE & 3RD STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	145	0	38	0
NORTHBOUND	47	707	0	0
SOUTHBOUND	0	598	48	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	1	0	0	0	0	1
SOUTHBOUND	0	0	1	0	1	0	2

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	183
NORTHBOUND	N/A	754	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	598	N/A	48	N/A

EAST-WEST CRITICAL VOLUMES .....	183
NORTH-SOUTH CRITICAL VOLUMES .....	754
	-----
THE SUM OF CRITICAL VOLUMES .....	937
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	0
CMA VALUE .....	0.781
LEVEL OF SERVICE .....	C

Capacity used = 1200.

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 Total - 9-5-06- 50% district plan.xls, Worksheet: Total, Row: 55  
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CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 9, SANTA FE AVENUE & 3RD STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	145	25	42	0
NORTHBOUND	56	717	32	0
SOUTHBOUND	67	636	48	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	0	1	0	0	2

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	212
NORTHBOUND	56	N/A	N/A	749	N/A	N/A
SOUTHBOUND	67	N/A	N/A	684	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	212
NORTH-SOUTH CRITICAL VOLUMES .....	816
THE SUM OF CRITICAL VOLUMES .....	1028
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	0
CMA VALUE .....	0.857
LEVEL OF SERVICE .....	D

Capacity used = 1200.

File: I:\Crain Projects\Active Projects\One Santa Fe Mixed Use\Data\Icap7\OSF  
 Total - 9-5-06- 50% district plan.xls, Worksheet: Total, Row: 56  
 9/8/2006 8:38:11 AM

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 9, SANTA FE AVENUE & 3RD STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2009) WITH PROJECT + MITIGATION

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	145	25	42	0
NORTHBOUND	56	717	32	0
SOUTHBOUND	67	636	48	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	0	1	0	0	2
SOUTHBOUND	1	0	0	1	0	0	2

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	0
EASTBOUND	N/A	N/A	N/A	N/A	N/A	212
NORTHBOUND	56	N/A	N/A	749	N/A	N/A
SOUTHBOUND	67	N/A	N/A	684	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	212
NORTH-SOUTH CRITICAL VOLUMES .....	816
	-----
THE SUM OF CRITICAL VOLUMES .....	1028
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	3
CMA VALUE .....	0.721
LEVEL OF SERVICE .....	C

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 10, SANTA FE AVENUE & MATEO STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	93	0	15	0
NORTHBOUND	12	278	0	0
SOUTHBOUND	0	230	98	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R	TOTAL LANES
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED	
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	1	0	0	0	0	1
SOUTHBOUND	0	0	0	1	0	0	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT	LEFT	THROUGH	RIGHT	RIGHT	L/T/R
	ONLY	SHARED	ONLY	SHARED	ONLY	SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	108
NORTHBOUND	N/A	290	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	328	N/A	N/A

EAST-WEST CRITICAL VOLUMES ..... 108  
 NORTH-SOUTH CRITICAL VOLUMES ..... 340  
 -----  
 THE SUM OF CRITICAL VOLUMES ..... 448  
 NUMBER OF CRITICAL CLEARANCE INTERVALS .... 0  
 CMA VALUE ..... 0.373  
 LEVEL OF SERVICE ..... A

-----

Capacity used = 1200.

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 10, SANTA FE AVENUE & MATEO STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	123	0	15	0
NORTHBOUND	12	356	0	0
SOUTHBOUND	0	284	219	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	1	0	0	0	0	1
SOUTHBOUND	0	0	0	1	0	0	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	138
NORTHBOUND	N/A	368	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	503	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	138
NORTH-SOUTH CRITICAL VOLUMES .....	515
	-----
THE SUM OF CRITICAL VOLUMES .....	653
NUMBER OF CRITICAL CLEARANCE INTERVALS ....	0
CMA VALUE .....	0.544
LEVEL OF SERVICE .....	A

Capacity used = 1200.

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 Total - 9-5-06- 50% district plan.xls, Worksheet: Total, Row: 59  
 9/8/2006 8:38:11 AM

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 10, SANTA FE AVENUE & MATEO STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: AM PEAK HOUR  
 CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	135	0	15	0
NORTHBOUND	12	360	0	0
SOUTHBOUND	0	284	258	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	1	0	0	0	0	1
SOUTHBOUND	0	0	0	1	0	0	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	150
NORTHBOUND	N/A	372	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	542	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	150
NORTH-SOUTH CRITICAL VOLUMES .....	554
	-----
THE SUM OF CRITICAL VOLUMES .....	704
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	0
CMA VALUE .....	0.587
LEVEL OF SERVICE .....	A

Capacity used = 1200.

File: I:\Crain Projects\Active Projects\One Santa Fe Mixed Use\Data\Icap7\OSF  
 Total - 9-5-06- 50% district plan.xls, Worksheet: Total, Row: 60  
 9/8/2006 8:38:11 AM

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 10, SANTA FE AVENUE & MATEO STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
 CASE: EXISTING (2006)

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	100	0	5	0
NORTHBOUND	8	328	0	0
SOUTHBOUND	0	198	85	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	1	0	0	0	0	1
SOUTHBOUND	0	0	0	1	0	0	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	105
NORTHBOUND	N/A	336	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	283	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	105
NORTH-SOUTH CRITICAL VOLUMES .....	336
	----
THE SUM OF CRITICAL VOLUMES .....	441
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	0
CMA VALUE .....	0.368
LEVEL OF SERVICE .....	A

Capacity used = 1200.

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 Total - 9-5-06- 50% district plan.xls, Worksheet: Total, Row: 61  
 9/8/2006 8:38:11 AM

CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 10, SANTA FE AVENUE & MATEO STREET  
DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
CASE: FUTURE (2009) WITHOUT PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	130	0	5	0
NORTHBOUND	8	428	0	0
SOUTHBOUND	0	321	236	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	1	0	0	0	0	1
SOUTHBOUND	0	0	0	1	0	0	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	135
NORTHBOUND	N/A	436	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	557	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	135
NORTH-SOUTH CRITICAL VOLUMES .....	565
THE SUM OF CRITICAL VOLUMES .....	700
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	0
CMA VALUE .....	0.583
LEVEL OF SERVICE .....	A

Capacity used = 1200.

File: I:\Crain Projects\Active Projects\One Santa Fe Mixed Use\Data\Icap7\OSF  
Total - 9-5-06- 50% district plan.xls, Worksheet: Total, Row: 62  
9/8/2006 8:38:11 AM



CRAIN & ASSOCIATES  
CMA CALCULATIONS

INTERSECTION: 10, SANTA FE AVENUE & MATEO STREET  
 DATE: 9/8/2006 INITIALS: TF PERIOD: PM PEAK HOUR  
 CASE: FUTURE (2009) WITH PROJECT

\*\* INPUT VOLUMES \*\*

APPROACH	LEFT	THROUGH	** RIGHT TURNS **	
			MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	159	0	5	0
NORTHBOUND	8	435	0	0
SOUTHBOUND	0	321	259	0

\*\* NUMBER OF LANES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	1	0	0	0	0	1
SOUTHBOUND	0	0	0	1	0	0	1

\*\* ASSIGNED LANE VOLUMES \*\*

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
EASTBOUND	N/A	N/A	N/A	N/A	N/A	164
NORTHBOUND	N/A	443	N/A	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	N/A	580	N/A	N/A

EAST-WEST CRITICAL VOLUMES .....	164
NORTH-SOUTH CRITICAL VOLUMES .....	588
	-----
THE SUM OF CRITICAL VOLUMES .....	752
NUMBER OF CRITICAL CLEARANCE INTERVALS .....	0
CMA VALUE .....	0.627
LEVEL OF SERVICE .....	B

Capacity used = 1200.

File: I:\Crain Projects\Active Projects\One Santa Fe Mixed Use\Data\Icap7\OSF  
 Total - 9-5-06- 50% district plan.xls, Worksheet: Total, Row: 63  
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**APPENDIX G:  
MITIGATION MONITORING  
AND REPORT PROGRAM**

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## MITIGATION MONITORING AND REPORTING PROGRAM

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This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires adoption of a MMRP for projects in which the Lead Agency has required changes or adopted mitigation to avoid significant environmental effects. The Los Angeles Department of City Planning (Planning) is the lead agency for the proposed One Santa Fe Mixed-Use Project and is, therefore, responsible for administering and implementing the MMRP. The decision-makers must define specific reporting and/or monitoring requirements to be enforced during project implementation prior to final approval of the proposed project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Initial Study/Mitigated Negative Declaration are implemented thereby minimizing identified environmental effects.

The MMRP for the proposed project will be in place through all phases of the project, including design (pre-construction), construction, and operation (post-construction both prior to and post-occupancy). Planning shall be responsible for administering the MMRP activities to staff, other City departments (e.g., Department of Building and Safety, Department of Transportation, etc.), consultants, or contractors. Planning will also ensure that monitoring is documented through reports and that deficiencies are promptly corrected. The designated environmental monitor (e.g., City building inspector, project contractor, certified professionals, etc., depending on the provisions specified below) will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to remedy problems.

Each mitigation measure is categorized by impact area, with an accompanying identification of:

- The enforcement agency;
- The monitoring agency;
- The monitoring phase (i.e., the phase of the project during which the measure should be monitored);
  - Pre-construction
  - Construction
  - Post-construction (prior to and post-occupancy)
- The monitoring frequency; and
- The action indicating compliance with the mitigation measure(s).

**A. AESTHETICS**

**Mitigation Measure AES-1:** Open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction and post-construction

**Monitoring Frequency:** Plan check review (landscape plan) and annually during project operation or as required by the Los Angeles Department of Building and Safety.

**Action Indicating Compliance with Mitigation Measure(s):** Issuance of building permits and completion of compliance certification report, as required by the Los Angeles Department of Building and Safety.

**Mitigation Measure AES-2:** Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction and post-construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance with Mitigation Measure(s):** Completion of compliance certification report, as required by the Los Angeles Department of Building and Safety.

**Mitigation Measure AES-3:** The exterior of buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction and post-construction

**Monitoring Frequency:** Periodic field inspection

**Action Indicating Compliance with Mitigation Measure(s):** Completion of compliance certification report, as required by the Los Angeles Department of Building and Safety.

**Mitigation Measure AES-4:** Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from nearby residential uses.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction

**Monitoring Frequency:** Plan check review

**Action Indicating Compliance with Mitigation Measure(s):** Issuance of building permits.

**B. AIR QUALITY (CONSTRUCTION)**

**Mitigation Measure AQ-1:** All unpaved construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403.

**Enforcement Agency:** South Coast Air Quality Management District

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Throughout construction during field inspection

**Action Indicating Compliance with Mitigation Measure(s):** Completion of compliance certification report, as required by the Los Angeles Department of Building and Safety.

**Mitigation Measure AQ-2:** The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Throughout construction during field inspection

**Action Indicating Compliance with Mitigation Measure(s):** Completion of compliance certification report, as required by the Los Angeles Department of Building and Safety.

**Mitigation Measure AQ-3:** All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Throughout construction during field inspection

**Action Indicating Compliance with Mitigation Measure(s):** Completion of compliance certification report, as required by the Los Angeles Department of Building and Safety.

**Mitigation Measure AQ-4:** All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Throughout construction during field inspection

**Action Indicating Compliance with Mitigation Measure(s):** Completion of compliance certification report, as required by the Los Angeles Department of Building and Safety.

**Mitigation Measure AQ-5:** All earth moving or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Throughout construction during field inspection

**Action Indicating Compliance with Mitigation Measure(s):** Completion of compliance certification report, as required by the Los Angeles Department of Building and Safety.



**Mitigation Measure AQ-6:** General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

**Enforcement Agency:** South Coast Air Quality Management District

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Throughout construction during field inspection

**Action Indicating Compliance with Mitigation Measure(s):** Completion of compliance certification report, as required by the Los Angeles Department of Building and Safety.

**C. AIR QUALITY (OPERATION)**

**Mitigation Measure AQ-7:** The applicant shall install air filtration system capable of removing 99.97 percent of all airborne contaminants at 0.3 microns in order to reduce the effects of diminished air quality on the occupants of the project.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction and construction

**Monitoring Frequency:** Plan check review and final inspection

**Action Indicating Compliance with Mitigation Measure(s):** Issuance of building permits and Certificate of Occupancy.

**D. CULTURAL RESOURCES**

**Mitigation Measure CR-1:** After the removal of the existing on site asphalt pavement, a qualified archaeologist shall be retained by the Applicant and approved by the City of Los Angeles to perform a site inspection of the ground surface immediately beneath the pavement as well as the unpaved areas of the project site. This inspection shall take place immediately following the removal of the pavement prior to further excavation or earth moving. The inspection shall include a survey of exposed ground surfaces, and may include sample screening of sediment disturbed by the parking lot removal and limited sub-surface testing if deemed appropriate by the qualified archaeologist. If historic or archaeological resources are identified, the archaeologist shall have the authority to halt ground-disturbing activities in the vicinity of the find so that the find can be assessed. An archaeological historian shall then prepare a

report summarizing the results of the investigation including documentation and significance assessment of those cultural resources encountered. The results shall also include recommendations with respect to additional archaeological testing, data recovery, and monitoring during construction, as appropriate.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction

**Monitoring Frequency:** Prior to issuance of a grading permit

**Action Indicating Compliance with Mitigation Measure(s):** Issuance of grading permit.

**Mitigation Measure CR-2:** Prior to grading and excavation of the project site, a geologist shall determine if excavation of the subterranean parking garage or building footings would encounter Miocene marine sediments. If Miocene marine deposits will not be encountered, no further action is necessary. However, if Miocene marine sediments could be encountered during excavation activities, then a paleontologist shall be retained by the Applicant. The paleontologist shall prepare and execute a monitoring program for recovery of paleontological resources from the Miocene marine sediments. If fossils are encountered at depths less than the anticipated depth of the Miocene marine sediments, the paleontologist shall be notified immediately and shall assess the significance of those fossils and make recommendations for recovery of those and other potential fossils in the shallower horizons. If fossils are found during the monitoring program, the paleontologist shall prepare a report summarizing the results of the monitoring program including methods of fossil recovery and curation, and a description of the fossils collected and their significance. A copy of the report shall be provided to the Applicant and to the City of Los Angeles. The fossils and a copy of the report shall be deposited in an accredited curation facility.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction

**Monitoring Frequency:** Prior to issuance of a grading permit

**Action Indicating Compliance with Mitigation Measure(s):** Issuance of grading permit.

**Mitigation Measure CR-3:** If human remains are unearthed, construction activity shall be halted and the County Coroner shall be contacted immediately. State

Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who shall then assist in determining what course of action should be taken in dealing with the remains, as appropriate.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspections

**Action Indicating Compliance with Mitigation Measure(s):** Issuance of building permit.

## **E. GEOLOGY**

**Mitigation Measure GEO-1:** The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction and construction

**Monitoring Frequency:** Prior to issuance of a building or grading permit

**Action Indicating Compliance with Mitigation Measure(s):** Issuance of a grading permit and issuance of a Certificate of Occupancy.

**Mitigation Measure GEO-2:** Prior to issuance of the building permit for this Project, the Applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the City of Los Angeles Department of Building and Safety.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction and construction

**Monitoring Frequency:** Prior to issuance of a building or grading permit

**Action Indicating Compliance with Mitigation Measure(s):** Issuance of a grading permit and building permit.

**F. HAZARDOUS MATERIALS**

**Mitigation Measure HAZ-1:** Prior to removal of on site soils, the Applicant shall perform a limited gas survey to test the underlying soil pore gas for evidence of petroleum hydrocarbons, methane, and volatile organic compounds. A 10-point survey shall be conducted throughout the project site with points drilled at variable depths of 5 to 20 feet below ground surface. If gas levels that exceed levels established by the State of California Environmental Protection Agency, Department of Toxic Substances Control and/or other local, state or federal agency standards for the proposed Project, then the results shall be forwarded to the appropriate agency(s) for review. The agency(s) shall either sign off on the property or determine if additional investigation or remedial activities are necessary.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction

**Monitoring Frequency:** Prior to issuance of grading permit

**Action Indicating Compliance with Mitigation Measure(s):** Issuance of grading permit.

**Mitigation Measure HAZ-2:** Should the soil gas survey prescribed in Mitigation Measure HAZ-1 show evidence of soil contaminates present at select locations on the project site, the applicant shall conduct physical soil sampling prior to the removal of on site soils to test the underlying soil for fuel and solvent type compounds. If contaminates are detected at levels that exceed levels established by the State of California Environmental Protection Agency, Department of Toxic Substances Control and/or other local, state or federal agency standards for the Proposed Project, then the results of the soil sampling shall be forwarded to the appropriate agency(s) for review. The agency shall(s) either sign off on the property or determine if additional investigation or remedial activities are necessary.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction

**Monitoring Frequency:** Prior to issuance of grading permit

**Action Indicating Compliance with Mitigation Measure(s):** Issuance of grading permit.

**Mitigation Measure HAZ-3:** If concentrations of soil contaminants warrant site remediation proceeding on site testing prescribed in Mitigation Measures HAZ-1 and/or HAZ-2, contaminated materials shall be removed or remediated prior to construction of the Project. The contaminated materials shall be removed or remediated under supervision of an environmental consultant licensed to oversee such remediation. The remediation program shall also be approved by a regulatory oversight agency, such as the City of Los Angeles Environmental Affairs Department, the State of California Environmental Protection Agency, or the Department of Toxic Substances Control. All proper waste handling and disposal procedures shall be followed. Upon completion of the removal or remediation, the environmental consultant shall prepare a report summarizing the remediation approach implemented and the analytical results after completion of the remediation, including all waste disposal or treatment manifests.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction

**Monitoring Frequency:** Prior to issuance of grading permit

**Action Indicating Compliance with Mitigation Measure(s):** Issuance of grading permit.

**Mitigation Measure HAZ-4:** All multiple residential buildings shall have adequate ventilation as defined in Section 91.7102 of the Municipal Code or a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction and construction

**Monitoring Frequency:** Plan check review and final inspection

**Action Indicating Compliance with Mitigation Measure(s):** Issuance of building permits and Certificate of Occupancy.

## G. HYDROLOGY AND WATER QUALITY

**Mitigation Measure HWQ-1:** The Applicant shall ensure the following construction Best Management Practices (BMPs) are incorporated within the Storm Water Pollution Prevention Plan (SWPPP):

- Waste shall be disposed of properly in accordance with applicable federal, state and local regulations. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
- Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
- Vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. Major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

**Enforcement Agency:** Los Angeles Regional Water Quality Control Board  
and Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspections

**Action Indicating Compliance with Mitigation Measure(s):** Field inspection sign off, compliance certification report by project contractor and/or owner, and/or written approval of the Los Angeles Regional Water Quality Control Board that SWPPP requirements have been met.

**Mitigation Measure HWQ-2:** The Applicant shall ensure the following requirements are incorporated in the Standard Urban Stormwater Mitigation Plan (SUSMP) which is to be approved by Los Angeles Regional Water Quality Control Board: (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).

- Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24-hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Maximize trees and other vegetation at each site by planning additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Any connection to the sanitary sewer shall have authorization from the Bureau of Sanitation.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Install roof runoff systems where site is suitable for installation.
- Paint messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
- Storm drain inlets and catch basins within the project area shall be stenciled with prohibitive language (such as NO DUMPING – DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Legibility of stencils and signs shall be maintained.
- Materials with the potential to contaminate stormwater shall be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes or curbs.
- The storage area shall be paved and sufficiently impervious to contain leaks and spills.

- The storage area shall have a roof or awning to minimize collection of stormwater within the secondary containment area.
- Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
- Cleaning of oily vents and equipment to be performed within designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications.

**Enforcement Agency:** Los Angeles Regional Water Quality Control Board  
and Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction, Operation

**Monitoring Frequency:** Periodic field inspections

**Action Indicating Compliance with Mitigation Measure(s):** Field inspection sign off, compliance certification report by project contractor and/or owner, and/or written approval of the Los Angeles Regional Water Quality Control Board that SUSMP requirements have been met.

## H. NOISE (CONSTRUCTION)

**Mitigation Measure NOISE-1:** In compliance with LAMC Section 41.40, construction activities, including delivery and haul routes, shall be restricted to hours between 7:00 A.M. and 9:00 P.M. Monday through Friday and 8:00 A.M. and 6:00 P.M. on Saturday. No noise-generating construction activities shall take place on Sundays and holidays. Deliveries shall use approved haul routes that are away from noise-sensitive locations, whenever possible

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction



**Monitoring Frequency:** Quarterly throughout construction during field inspection

**Action Indicating Compliance with Mitigation Measure(s):** Completion of compliance certification report, as required by the Los Angeles Department of Building and Safety.

**Mitigation Measure NOISE-2:** Noise-generating equipment operated at the project site shall be equipped with effective noise control devices, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Quarterly throughout construction during field inspection

**Action Indicating Compliance with Mitigation Measure(s):** Completion of compliance certification report, as required by the Los Angeles Department of Building and Safety.

**Mitigation Measure NOISE-3:** Effective temporary noise barriers shall be used and relocated, as needed, and whenever possible, to block the line-of-site between the construction equipment and the noise-sensitive receptors.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Quarterly throughout construction during field inspection

**Action Indicating Compliance with Mitigation Measure(s):** Completion of compliance certification report, as required by the Los Angeles Department of Building and Safety.

## I. NOISE (OPERATION)

**Mitigation Measure NOISE-4:** The building shell construction, i.e., exterior wall assembly, windows, doors, and roof assembly, shall be designed with

minimum Sound Transmission Class (STC) rating of 35 or as required to meet the interior noise level of 45 dBA.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction

**Monitoring Frequency:** Plan check review

**Action Indicating Compliance with Mitigation Measure(s):** Issuance of building permits.

**Mitigation Measure NOISE-5:** The building final design shall be reviewed by a certified acoustical consultant to ensure that the building design provides adequate sound insulation to meet the 45 dBA CNEL at the interior of the units, per Building Code requirements.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction

**Monitoring Frequency:** Plan check review

**Action Indicating Compliance with Mitigation Measure(s):** Issuance of building permits.

## J. PUBLIC SERVICES

### Fire Protection

**Mitigation Measure PS-1:** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features, unless otherwise approved and/or modified by the Fire Department and/or Department of Building and Safety: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

**Enforcement Agency:** Los Angeles Fire Department

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-Construction

**Monitoring Frequency:** Once prior to the issuance of a building permit

**Action Indicating Compliance with Mitigation Measure(s):** Written approval of the plot plan by the Los Angeles Fire Department.

### **Police Protection**

**Mitigation Measure PS-2:** The project site shall contain sufficient security staffing during all hours to prevent thefts of materials to minimize criminal activity during construction and operation of the Project.

**Enforcement Agency:** Los Angeles Department of Building and Safety and/or Los Angeles Police Department

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Operation

**Monitoring Frequency:** Annually during project operation or as required by the Los Angeles Department of Building and Safety and/or Los Angeles Police Department through completion of compliance certification report.

**Action Indicating Compliance with Mitigation Measure(s):** Issuance of Certificate of Occupancy.

**Mitigation Measure PS-3:** The applicant in coordination with the Los Angeles Department of Transportation shall prepare a construction traffic plan to ensure that construction vehicles do not impair access along local roadways in the project area. The plan shall illustrate the locations of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties.

**Enforcement Agency:** Los Angeles Department of Building and Safety and/or Los Angeles Department of Transportation

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction

**Monitoring Frequency:** Plan check review

**Action Indicating Compliance with Mitigation Measure(s):** Issuance of grading permit.

**Schools**

**Mitigation Measure PS-4:** The Applicant shall pay school fees as established by law to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

**Enforcement Agency:** Los Angeles Unified School District

**Monitoring Agency:** Los Angeles Unified School District

**Monitoring Phase:** Pre-Construction

**Monitoring Frequency:** Once prior to the issuance of building permits

**Action Indicating Compliance with Mitigation Measure(s):** Written approval by the Los Angeles Unified School District.

**Parks**

**Mitigation Measure PS-5:** Per Section 17.12-A of the LA Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-Construction

**Monitoring Frequency:** Once prior to the issuance of a building permit

**Action Indicating Compliance with Mitigation Measure(s):** Written approval by the Los Angeles Department of Building and Safety.

**K. TRAFFIC**

**Mitigation Measure TRAF-1:** Santa Fe Avenue and Third Street – The project applicant shall install a traffic signal or other comparable traffic mitigation improvement at this intersection such that the resulting change satisfies the LADOT's criteria for a significant traffic impact.

**Enforcement Agency:** Los Angeles Department of Building and Safety  
and/or Los Angeles Department of Transportation

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Once prior to the issuance of a building permit

**Action Indicating Compliance with Mitigation Measure(s):** Issuance of  
Certificate of Occupancy.

**Mitigation Measure TRAF-2:** Construction-related traffic shall be restricted to off-peak  
hours.

**Enforcement Agency:** Los Angeles Department of Building and Safety  
and/or Los Angeles Department of Transportation

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Quarterly throughout construction during field  
inspection

**Action Indicating Compliance with Mitigation Measure(s):** Completion of  
compliance certification report, as required by the Los  
Angeles Department of Building and Safety.

**L. UTILITIES (SOLID WASTE)**

**Mitigation Measure UTIL-1:** Recycling bins shall be provided at appropriate locations  
to promote recycling of paper, metal, glass, and other recyclable material.  
These bins shall be emptied and recycled accordingly as part of the projects'  
regular solid waste disposal program.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction, Operation

**Monitoring Frequency:** Quarterly field inspection during construction;  
annually during operation or as required by the Los  
Angeles Department of Building and Safety

**Action Indicating Compliance with Mitigation Measure(s):** Completion of compliance certification report, as required by the Los Angeles Department of Building and Safety.



**APPENDIX H:  
RESPONSE TO COMMENTS**

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## RESPONSES TO COMMENTS

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### I. INTRODUCTION

An Initial Study was prepared by the City of Los Angeles (City) in accordance with the California Environmental Quality Act (CEQA), as amended, to evaluate the potential environmental effects associated with implementation of the proposed One Santa Fe Mixed-Use Project. The Initial Study assessed the Project's potential for significant environmental impacts for each environmental category as stated in CEQA Appendix G, Environmental Checklist Form, of the 2007 CEQA Guidelines. Mitigation measures were developed and outlined as needed to reduce potentially significant effects of the Project to a less than significant level. Based on the conclusions of the Initial Study, the City intends to adopt a Mitigated Negative Declaration (MND) for the proposed Project.

The Initial Study was initially submitted to the State Clearinghouse, Governor's Office of Planning and Research, and circulated for public review on April 19, 2007. A Notice of Intent to Adopt a Mitigated Negative Declaration was concurrently filed with the Los Angeles County Clerk. The 30-day comment period required by CEQA Guidelines Section 15073(b) concluded on May 21, 2007. No comment letters were received during this public review period. Due to minor modifications to the discretionary approvals required for the Project (i.e., addition of Site Plan Review), the Initial Study/MND document was re-circulated for public review on June 14, 2007. The public review period for the re-circulated Initial Study document ended on July 16, 2007. While the change in discretionary approvals did not create new significant environmental effects and did not change any of the environmental effects as identified in the original Initial Study/MND, the City nonetheless chose to re-circulate the Initial Study/MND to ensure the public was aware of such changes.

### II. COMMENT LETTERS

In accordance with CEQA Guidelines Section 15074(b), prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the Initial Study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis. The City

received a total of seven (7) comment letters from local business and property owners during the second public review period. Copies of the original comment letters are included on the subsequent pages. Each comment letter is followed by a response from City staff. None of the comments made on the Initial Study affect the original conclusions related to potential environmental significance that were drawn in the Initial Study.

Written comments may include opinions or preferences relevant to project approval or disapproval. Such statements of opinion or preference are outside the purview of an MND. In addition, written comments may provide general information regarding a subject that does not introduce new environmental information or directly challenge information presented in the MND. Thus, within the response to comments provided below, the response "Comment noted" or "This comment is acknowledged" has been used. These comments will be forwarded to the City's decisionmakers for review and consideration.

**AFRCT**

**ATTORNEYS**

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JULY 9, 2007

Community Planning Bureau  
The Los Angeles City Planning Dept.  
City Hall - Room 621  
200 North Spring Street  
Los Angeles, CA 90012-2601

Re: Case No. CPC-2007-778-GPA-ZC-ZAA-SPR  
100-300 S. SANTA FE AVE. (the "Project");  
Public Hearing, Monday, July 9, 2007, 9:00 a.m.

To Whom It May Concern:

This letter is written on behalf of our client, Barbara Anderson Blake ("Mr.s. Blake"), who owns a majority interest in the property located at 201 South Santa Fe Avenue, Los Angeles (the "Blake Property"). The Blake Property is located directly across the street on South Santa Fe Avenue from the proposed Project. Our client opposes this Project as presently designed, and specifically opposes the approval of the Project on the basis of a Mitigated Negative Declaration ("MND"), rather than a full Environmental Impact Report, with all appropriate agency studies and approvals and the requisite public hearings. In addition, our client raises the following objections and comments:

1-1

1. The comment period must be kept open, and additional opportunities for public hearing and comment must be provided, in order to allow time for an adequate review of the file and the details of the proposed Project. The comments in this letter are made in an information vacuum, so to speak, as no records were made available for our review of the Project, despite repeated requests. On June 25, our offices requested all written materials from the file. We were told that these would be provided immediately by Darlene of the Environmental unit. On June 28 our offices called Darlene again, whose voice mail referred us to Hadar Plaskin of the unit for assistance with getting information in her absence. Our office left detailed messages with both of them again

1-2

requesting a full copy of the file as promised. Also on June 28, not hearing back from the Environmental unit, our office called Mr. Kevin Jones to request an appointment for review of the file at City Hall. He was good enough to return the call, and regretted to inform us that he could not arrange our viewing of that file, but that we would have to call Darlene, because his office had no file materials available to have us review. Next, on July 2 our offices called Hadar's phone number, but were switched over to voice mail, in which we again requested an appointment to review the file or to receive the documents. No communication or documents have been forthcoming, however. On these grounds, the public hearing should remain open and be continued to a future date that will permit ample time to review and meaningfully comment on whatever happens to be contained in the files with your offices.

1-2  
(Con't)

2. For the reasons set forth in this letter, and others yet to be analyzed upon a full review of the file, this Project should not proceed without a full and complete EIR, with all required public hearings and agency approvals. The sheer scope of the Project, which is located in an area comprised, in part, of residential housing (including the Blake Property), at a property bearing historical industrial use and designation, with a design that expressly violates existing zoning restrictions, mandates that a full and complete EIR be performed in connection with this Project.

1-3

3. The scope of the Project, as to both its construction, and as to the new conditions which will exist on its completion, raises significant safety and environmental concerns, including the following:

1-4

a. The Project area has been designated for a lengthy period of time as a potential transit/train station, consistent with its use for many decades as a commercial and industrial area. The presence of hazardous substances from the decades of such use (or planned use) is a material risk that needs to be addressed in a comprehensive environmental assessment report.

b. The extensive excavation which will be necessary in order to accommodate the proposed subterranean parking garage, and to remove all existing improvements including at least four acres of asphalt, is likely to result in significant subterranean and airborne migration of hazardous substances (in addition to the impacts addressed below). In a project of this proposed scope, the airborne migration of hazardous substances from demolition and excavation could well pose unacceptable risks to the health of the residents and occupants of the Blake Property, and the area generally. Nothing less than a full EIR can possibly determine the health and safety impact of the proposed Project and the construction activities involved in the proposed Project.

1-5

c. The subterranean excavation that will be necessary for the large underground parking garage may result in a risk of land subsidence which could jeopardize the Blake Property and other adjacent properties. In addition to the risk to health and safety that would result from subsidence, Mrs. Blake has a property right to lateral support of her land from the Project area. Appropriate study of the risks presented, and any appropriate remediation, requires an EIR. (There must also be

1-6

1-6  
(Con't)

adequate reserves and insurance in place to address any loss or damage to the Blake Property.)

1-7

d. Historically the neighborhood is limited to three stories. The six story proposal is excessive and makes for a dramatically different character for the Blake Property, and the neighborhood in general. The Project should be limited to three stories.

1-8

e. The scope of the Project, and the construction activities, would create unbearable burdens on the use and enjoyment of the residents of the Blake Property, impairing the quality of life, and perhaps health of the residents for a lengthy period of time. These areas of concern and impairment include, but are not limited to, the following:

- i. Excessive noise;
- ii. Excessive vibration;
- iii. Dust and fumes (possibly hazardous);
- iv. Construction traffic and street blockages;
- v. Potential interruption of utility services;
- vi. Interference with residents' ingress to the Blake Property on South Santa Fe Avenue

1-9

f. The building on the Blake Property went through a recent and expensive retrofit. As such, we would like this building added to what should be a sensitive receptor list, if one has been prepared. No doubt there will be ground borne vibration of great magnitude, given the deep excavation subterranean construction proposed. Moreover, we have no reason to believe that there are reserves, insurance or assurances to protect against erosion and subsidence. We must assume that adequate reserves and insurance would not be in place to address any loss or damage to the Blake Property as a result of these activities, together with coverage for any loss or interference with the activities the residents and their invitees at the Blake Property. Again, the scope of construction, and the lack of data caused by your offices failure to make the file available require that the Project, is disapproved at this time.

1-10

g. The Project area has not in living memory had any residential use. The proposed Project however would create a high-density residential and commercial mixed-use development: 439 residential apartments, 17 live/work units, 27,520 square feet of retail/commercial space, and 752 parking spaces in parking garages both above and below ground. The level of traffic and congestion will result in a staggering increase over the current and historical use patterns of the street, and threatens to impair ingress and egress to the Blake Property.

1-11

h. The concomitant noise and fumes from such swollen vehicular traffic, both passenger vehicles and commercial vehicles, day and night, as well as the night lighting and use of the above-ground parking structure, will impair the use and enjoyment of the residents at the Blake Property. No sufficient mitigation of these

1-12

burdens is being proposed, nor can any mitigation be fully assessed without a complete EIR, and we object to any approval at this juncture.

1-12  
(Con't)

4. The dramatic reduction of set-backs abutting the Blake Property will significantly harm the aesthetics of her property and the neighborhood in general. The area, including the Blake Property, is an established area of artists' lofts, and an overbuilt project such as is being proposed, would undermine the integrity and aesthetics of the area. Such changes are excessive and unnecessary. The setbacks should be left unchanged. In addition, should such variances be permitted at the conclusion of the approval process, if and to the extent the Project is allowed to move forward, we would desire some assurance from the City and the Project owner that if our client were to seek development approvals for additional construction on her property, that she would receive similar zero side and rear yard setback treatment from the City and the owner of the Project (and its assignees), and would not be penalized because the property immediately adjacent has been granted a zero side yard designation. Although our client has no immediate plans to redevelop her property, if her ability to develop her property is negatively impacted by the approval of minimal setbacks for this Project, then any conclusion that this Project will not result in adverse impacts to the surrounding properties is incorrect. It would seem that the most effective way to assure this result, if any setback variance is permitted, is to condition approval of this Project upon a concurrent zoning variance and waiver of the setback and parking requirements applicable to the Blake Property, together with an irrevocable consent to such action by the owner of the Project.

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5. On a separate note, we believe the scope of the proposed Project, which allows for over 450 new residential dwelling units comprising over 27,000 square feet, and 752 parking spaces, on a property that prohibits such use, substantially diminishes the value and desirability of the Blake Property (and the demand for residential housing at the Blake Property), and amounts to a taking for which compensation must be paid.

1-15

For the foregoing procedural and substantive reasons, we object to any approval of any part of the Project, as is currently requested, including the requests to (a) make a General Plan Amendment to re-designate Santa Fe Avenue between First Street and Fourth Street from a Major Highway to a Modified Collector Street, (b) make a General Plan Amendment to change the Project area from Public Facilities to Regional Commercial, (c) modify the Zone/Height District Change from PF 1XL to C2-2D, or otherwise, or (d) permit adjustment of any side yard or rear yard setbacks.

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We appreciate an opportunity to provide further comment on the Project when we have had an opportunity to see the file. In the interim, the public hearing should be set back to a date sufficient to permit a reasonable opportunity to review your file and to permit us an opportunity for further comments. At a minimum, the Project should be dramatically scaled back to fit the current zoning and character of the area, and no

1-17

amendments or variances from the prevailing ones should be permitted. All rights are expressly reserved.

1-17  
(Con't)

Very truly yours,



Richard G. Rasmussen

RGR/FJH

**Date Prepared:** July 9, 2007

**Richard G. Rasmussen (on behalf of client, Barbara Anderson Blake)  
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Response 1-1

This comment states that this letter has been written on behalf of Mrs. Blake, who opposes approval of the project on the basis of a MND, rather than a full Environmental Impact Report (EIR). CEQA Guidelines Section 15070 states the following:

*"A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:*

- (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- (b) The initial study identifies potentially significant effects, but:
  - 1. Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
  - 2. There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

The MND document prepared for the Project identifies potentially significant impacts for several issues areas. However, mitigation measures, in addition to applicable regulatory requirements, are identified that would reduce all significant impacts to a less than significant level. The Project will also be subject to the Mitigation Monitoring and Reporting Program (MMRP) that will ensure that all the identified mitigation measures are implemented throughout construction and operation of the Project. Accordingly, the Initial Study satisfies the requirements of CEQA Guidelines Section 15070(b) (1 and 2). Thus, a MND, and not an EIR, is appropriate for purposes of satisfying the requirements of the CEQA Guidelines.



Response 1-2

This comment states that additional review time should be provided given that the MND document was not made available to the commentor in a timely manner. Upon receipt of this letter on July 10, 2007, the applicant's legal representative, Thomas E. Schiff, provided a copy of the MND document to the commentor immediately for receipt on July 11, 2007. Given that many of the commentor's concerns stated in this letter are addressed in the MND and the fact that no additional comment letters have been received by City Staff on behalf of Mrs. Blake from AFRCP, as of August 1, 2007, it is assumed that through these Response to Comments and review of the MND document that Mrs. Blake's concerns regarding effects to the environment have been adequately addressed.

Response 1-3

This comment states that an EIR and not an MND, should be prepared for the Project. Please refer to Response 1-1 for a discussion of the rationale as to why an MND has been prepared for the Project. As discussed in Attachment B, Explanation of Checklist Determinations, Section V, Cultural Resources, Question V(a), in the Initial Study/MND, the Project would not cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5. As discussed in Response V(a), the Project would not result in a potential adverse indirect impact to the setting of known and potential historical resources in the project vicinity. However, the Project could result in direct impacts to unknown historic resources during construction. Mitigation Measure CR-1 has been prescribed that requires the project site to be surveyed by a qualified archaeologist during construction activities to ensure that historical resources, if encountered below grade, are properly conserved. Implementation of Mitigation Measure CR-1 would ensure that unknown historic resources are not adversely impacted by the Project. The commentor also states that the Project would include a design that "expressly violates zoning restrictions." While the commentor offers no specific details of what portions of the City's Zoning Code would be violated, the fact is that the Project would be designed pursuant to the City's Zoning Code pending approval of the requested discretionary actions/approvals, as well as the design requirements of the Central City North Community Plan. As stated in Attachment A, Project Description, Section E, in the Initial Study/MND, the Project is requesting several discretionary actions that respond to the site's irregular shape to provide a structure that would be visually attractive, unique and distinctive in the Artists-in-Residence District. It is common for development projects throughout the City to request discretionary actions/approvals as Zoning Code requirements are citywide and do not take into account a site's unique characteristics or surrounding community setting and goals. Requests for discretionary approvals alone, do not mandate that an EIR be prepared for the Project, since such actions would not result in significant effects on the environment.

Response 1-4

This comment raises concern regarding potential hazardous materials on the project site. As discussed in Attachment B, Explanation of Checklist Determinations, Section VII, Hazards and Hazardous Materials, Questions (a-e), in the Initial Study/MND, the Project would result in less than significant hazardous materials impacts with implementation of the prescribed mitigation measures. Section VII of the MND is based on the *Phase I Environmental Site Assessment (ESA)-Project Number 5021.007*, prepared by Citadel on August 26, 2005. Appendix D of this MND document includes the Phase I ESA prepared for the project site. As discussed in Responses VII(a) and VII(d), pursuant to the Phase I ESA, although no known hazardous materials or wastes were identified during the visual assessment of the project site or regulatory review, since the project site is located in a highly industrialized area and was historically developed with various commercial and rail uses, Mitigation Measures HAZ-1, HAZ-2 and HAZ-3 have been prescribed that require soil-gas sampling and analysis to test for inorganic and organic compounds. Should hazardous materials that exceed regulatory thresholds be identified, the contaminated soils and/or gas would be removed to prevent hazards to the public or the environment during the development of the site and subsequent operation of the Project.

Response 1-5

As discussed in Response 1-4, potential impacts associated with hazardous materials are analyzed in Attachment B, Explanation of Checklist Determinations, Section VII, Hazards and Hazardous Materials, Questions VII(a-e) in the Initial Study/MND. As stated in Response 1-4, Mitigation Measures HAZ-1, HAZ-2 and HAZ-4 address the potential for significant impacts that may occur during excavation of the project site. With implementation of Mitigation Measures HAZ-1 to HAZ-3, potential hazardous materials that could be encountered during excavation and construction of the site would be identified, removed, and/or treated pursuant to all applicable local, state and/or federal regulations. Proper removal and handling of the any hazardous materials would ensure that the residents and occupants of the Blake property and surrounding area, are not adversely affected by hazardous materials.

Response 1-6

Potential impacts associated with geology and soils are analyzed in Attachment B, Explanation of Checklist Determinations, Section VI, Geology and Soils, in the Initial Study/MND. As discussed in Response VI(c), subsidence is a localized mass movement that involves the gradual downward settling or sinking of the ground, resulting from the extraction of mineral resources, subsurface oil, groundwater, or other subsurface liquids, such as natural gas. The Project does not include the extraction of oil or groundwater from aquifers under the project site. As such, the potential for subsidence to occur on site is low. Furthermore, the Project would comply with all applicable State and City building and safety guidelines, restrictions, and permit requirements. Thus, impacts regarding geotechnical hazards in this regard would be less than significant.

Nonetheless, to minimize the risk of exposure people or structures to ground failure hazards, Mitigation Measures GEO-1 and GEO-2 have been prescribed that require the Project to be built to Uniform Building Code (UBC) standards and require the applicant to submit a geotechnical report to the Department of Building and Safety that includes site-specific design considerations to minimize the risk of secondary seismic hazards. With implementation of the prescribed mitigation measures and compliance with all applicable regulatory building standards, adjacent properties to the project site would not be subject to potentially significant geotechnical impacts/hazards resulting from the Project.

#### Response 1-7

This comment states that "historically the neighborhood is limited to three stories." The fact is that building heights in and surrounding the Artists-in-Residence District are very diverse, including heights over three-stories. Existing buildings along Santa Fe Avenue between the First Street Bridge and Fourth Street Bridge range in height from approximately two stories up to approximately four stories tall, including the MTA building directly to the southeast of the project site that is approximately 50-feet tall. Furthermore, the Artists-in-Residence District contains a wide array of large warehouses and industrial buildings with heights up to approximately ten stories tall. In addition, as discussed in Attachment B, Explanation of Checklist Determinations, Section I, Aesthetics, Response I(c) in the Initial Study/MND, based on the shading criteria in the City of Los Angeles CEQA Thresholds Guide, shading as a result of the Project would not significantly impact any sensitive receptors in the surrounding area. Please refer to Appendix A in the Initial Study/MND for an illustration of worse-case shadows (during the winter solstice) cast by the Project. Thus, given the wide array of building scales and heights in the Artists-in-Residence District and the fact that the Project would not result in any significant shading impacts, the Project would be compatible with the size and height of the surrounding built environment.

#### Response 1-8

This comment raises general concerns regarding noise, vibration, air quality, traffic and utility services. Issues regarding noise/vibration and air quality are addressed in Response 1-9, and traffic issues are addressed in Response 1-11.

Impacts regarding utility services are addressed in Attachment B, Explanation of Checklist Determinations, Section XVI, Utilities, in the Initial Study/MND. As discussed in Section XVI, utilities including water, wastewater, stormwater drainage and solid waste facilities would be available to meet the projected demands of the Project. As these utilities would be available to serve the Project, it is not anticipated that long-term utility disruptions to the surrounding properties would occur. However, any disruption would be noticed and handled by the applicable utility agency.

Response 1-9

The MND considers sensitive receptors in both the air quality and noise analysis. Specifically, Attachment B, Explanation of Checklist Determinations, Section III, Air Quality, in the Initial Study/MND analyzes air quality impacts. Questions III(b) and III(d) analyze impacts to sensitive receptors. As analyzed in Response III(d), construction of the Project would not result in substantial localized or regional air pollution impacts. In addition, construction activities would comply with South Coast Air Quality Management District (SCAQMD) Rule 403 regarding the control of fugitive dust and other specified dust control measures. As such, construction impacts to off-site sensitive receptors would be less than significant. Notwithstanding, due to the non-attainment status of the South Coast Basin, Mitigation Measures AQ-1 through AQ-6 are prescribed to reduce short-term air quality impacts during Project construction to the maximum extent feasible. In addition, as discussed in Response III(b), the Project would result in a net increase of criteria pollutant emissions when compared to the existing on-site uses, but would be below SCAQMD daily significance thresholds for new development. Therefore, the Project would have a less than significant impact on air quality resulting from long term operational emissions. Overall, the Project would not expose sensitive receptors to substantial pollutant concentrations during construction or operation.

Attachment B, Explanation of Checklist Determinations, Section XI, Noise, in the Initial Study/MND analyzes noise impacts. As shown in Figure B-2 under Response XI(a), the Blake property is identified a sensitive receptor. During construction of the Project, peak and average construction-period noise levels would likely exceed 75 dBA upon the residential lofts located across Santa Fe Avenue to the west. However, with implementation of the prescribed Mitigation Measures Noise-1 to Noise-3, short-term noise levels during construction would be reduced to less than significant levels. Operation of the Project would generate noise primarily as result of increased traffic levels. Response XI(a) provides a discussion of the "City of Los Angeles Guidelines for Noise Compatible Land Use." Based on the City's noise evaluation criteria, Project noise level increases would not exceed the City's thresholds for a potentially significant noise impact. Thus, operational noise impacts would be less than significant.

Response 1-10

This comment raises concerns regarding erosion and subsidence. Please refer to Response 1-6 for a discussion of subsidence. Potential impacts associated with erosion are analyzed in Attachment B, Explanation of Checklist Determinations, Section VI, Geology and Soils, Question VII(b) in the Initial Study/MND. As discussed in Response VII(b), construction and operation of the Project could result in temporary and long-term erosion impacts. However, with implementation of Mitigation Measures HWQ-1, HWQ-2 and AQ-1 to AQ-6, in addition to compliance with applicable regulatory requirements, potentially significant erosion impacts would be reduced to a less than significant level.

Also, please refer to Responses 1-1 and 1-2 for a discussion of the applicability of an MND for the Project and public review process, respectively.

Response 1-11

The commentator is correct that the project area has not had any prior residential use. The current zoning designation for the project site is PF-1XL (Public Facilities Height District 1-Extra Limited Height District). The Project is requesting a zone change from PF-1XL to C2-2D (Commercial) with a 3:1 FAR.

Traffic impacts are analyzed in Attachment B, Explanation of Checklist Determinations, Section XV, Transportation/Circulation in the Initial Study/MND. At the time of preparation of the Traffic Study in September 2006, there were a number of projects either under construction or planned for development in the project vicinity that may contribute to traffic volumes in the study area. For this reason, the analysis of future traffic conditions was expanded to include potential traffic volume increases expected to be generated by projects that have not yet been developed. As the Project is expected to be completed in 2009, that year was selected as the future study year.

In order to evaluate future (2009) traffic conditions in the project area, an ambient traffic growth factor of 1.0 percent per year, compounded annually, was applied to the existing (2006) traffic conditions. The result provides the "baseline" traffic volumes for the analysis of future (2009) conditions. Although the inclusion of the annual growth factor usually accounts for area-wide traffic increases, for the purposes of a conservative analysis, the traffic generated by "related projects" in the study area was also added to the future baseline traffic volumes.

Future year 2009 conditions identified a listing of potential related projects in the study area that might be developed within the study time frame were obtained from Los Angeles Department of Transportation (LADOT), City of Los Angeles Planning Department, Los Angeles Unified School District (LAUSD), and recent studies of projects in the area. A review of the information currently available indicated that a total of 80 projects within an approximate one and one-half mile radius of the project site could add traffic to the study intersections. All such related projects were considered in the Traffic Study.

The total future volumes, including related projects, provide the basis for the "Without Project" condition. The Project traffic was analyzed as an incremental addition to the Future (2009) "Without Project" condition to determine the Future (2009) "With Project" condition. In conclusion, the traffic that has occurred over the past several years has been accounted for in determining Project-related traffic impacts.

As discussed under Response XV(a) in the Initial Study/MND, traffic impacts were evaluated on criteria established by the LADOT. Based on LADOT criteria, which requires the combined traffic impact of all future potential projects be included in the traffic analysis as well as general area growth through 2009 (as discussed above), the Project would significantly impact the intersection of Santa Fe Avenue and Third Street in the P.M. peak hour. Therefore, mitigation is prescribed that requires the Project to install a new traffic signal or other comparable traffic mitigation improvement at the intersection of Santa Fe Avenue and Third Street such that the resulting change in Critical Movement Analysis (CMA) value does not exceed the LADOT criteria for a significant traffic impact. With implementation of the prescribed mitigation measure (TRAF-1), the Project-related change in CMA value at the impacted intersection would not exceed the City's significance criteria. Thus, with implementation of the prescribed mitigation measure, traffic impacts at the significantly impacted intersection would be reduced to a less than significant level. In addition, to ensure that traffic impacts do not occur during construction activities, Mitigation Measure TRAF-2 has been prescribed that requires construction related traffic to be restricted to off-peak hours. No additional construction-related traffic impacts would occur.

Not only would the Project result in less than significant traffic impacts with the prescribed mitigation, but the Project would also support alternative transportation and reduce vehicle trips by locating housing near services, incorporating commercial and residential uses into a single project, providing live/work units, and being located close to a Gold Line station scheduled to open in 2009 as well as much other public transportation. Proximity to Union Station less than one mile northwest of the project site allows access to Amtrak, Metrolink, Metro rail services and numerous bus routes operated by MTA, LADOT, as well as other service providers. MTA bus lines 40, 42, 455, 30, 31, 16, and 316 provide service within the local vicinity of project site. LADOT also provides bus routes in the vicinity of the project area. The DASH (Downtown Area Short Hop) line, which primarily serves downtown Los Angeles, has four lines which provide stops near the project site, including several stops along First Street, Second Street, and Third Street along Alameda Street.

The commentator also refers to potential ingress and egress conflicts at the Blake property. The Project proposes to amend the Transportation Element of the General Plan and the Central City North Community Plan to re-designate Santa Fe Avenue between First Street and Fourth Street from a Major Highway to a Modified Collector Street. This is consistent with the Transportation Policy within the Land Use Plan Policies and Programs section of the Community Plan, that encourages streets to be re-classified as they truly function rather than remaining designated for usage greater than needed. Such a re-classification would not impair ingress/egress to the Blake property. On February 8, 2005, the Los Angeles City Council unanimously approved a motion on that directs the City's Planning Department, in coordination with the City's Department of Transportation, to prepare and present the necessary documents to amend the Street Highways Designation Map to provide for a change from the current Major Highway designation to the

proposed Modified Collector Street designation. Also, the Project proposes a partial street vacation of right-of-way along Santa Fe Avenue and vacation of a 10-foot wide, never used, easement for a public street. Neither of these requests would impair ingress/egress to the Blake property.

In addition, site access and circulation patterns on- and off-site would be reviewed by the LADOT and the Bureau of Engineering to ensure that the Project does not substantially increase hazards due to a design feature. Thus, traffic impacts regarding hazards due to a design feature or incompatible uses would be less than significant.

#### Response 1-12

This comment raises noise and quality concerns associated with vehicular traffic. Please refer to Response 1-9 for a discussion of operational noise and air quality impacts. As discussed therein, operational noise and air quality impacts would be less than significant.

Night lighting is addressed in Attachment B, Explanation of Checklist Determinations, Section I, Aesthetics, in the Initial Study/MND. As discussed under Response I(d), similar to existing site and surrounding uses, the Project would include low to moderate levels of interior and exterior lighting for security, parking, and architectural highlighting. All proposed signage and outdoor lighting would be subject to applicable regulations contained within the Los Angeles Municipal Code (LAMC). Given the degree of ambient lighting that currently exists in the project area, the proposed lighting would not substantially alter ambient night light levels. Thus, impacts regarding Project lighting would be less than significant. Nonetheless, to reduce lighting from the project site to the maximum extent practicable, Mitigation Measure AES-4 has been prescribed requiring that outdoor lighting be designed and installed with shielding.

#### Response 1-13

The commentor states that the proposed setbacks would undermine the integrity and aesthetics of the area. To clarify, the Applicant is requesting a reduction in setbacks to provide (i) side yards varying in width from zero to 31 feet on the ground floor and up to 56 feet on upper levels, in lieu of providing side yards that are a minimum of nine feet wide as otherwise required, and (ii) a rear yard varying in depth from one to 31 feet in lieu of providing a rear yard that is a minimum of 18 feet deep as otherwise required.

The zoning regulations require certain setbacks from respective property lines in order to provide for buffering distance/compatibility between respective uses as well as to ensure access in the event of an emergency. Such regulations, however, are written on a citywide basis and cannot take into account the unique characteristics of a specific site. The proposed adjustments are needed because of the unique configuration of the site. The site is an irregular six sided parcel

with a length of approximately 1,600 feet but only approximately 61 to 238 feet in width, or approximately 3-1/2% to 15% of the lot length. As such, the land is very difficult to develop. The Project's primary street frontage along Santa Fe Avenue is considered a side lot line (pursuant to Chapter 1 of the City's Municipal Code that requires the narrowest street frontage to be its front lot line). In this particular instance, the narrowest street frontage is along the First Street right of way. However, the Project has no street frontage, in the usual sense, as this front lot line is under the First Street Bridge viaduct.

The general purpose of the zoning regulations is to provide setbacks in areas with similar setbacks. Other buildings in the area observe front and other yard setbacks similar to the setbacks proposed by the Project. For example, many of the buildings across Santa Fe Avenue from the project site are predominantly built at the public sidewalk without a setback.

Moreover, at the wider portion of the project site, there is a pedestrian plaza and the setback is as much as 31 feet, which is more than three times the distance required. Further, the street façade of the Project would be broken up with much articulation, (including greater setbacks at upper floors, as much as 56 feet compared with the nine feet required), reducing massing and giving the Project a sense of depth and distance from the street.

The Zoning Code allows adjustments from the Code when special circumstances exist, provided the development does not result in adverse impacts. Based on the above, the Project would be compatible with adjacent uses and also consistent with surrounding development.

#### Response 1-14

This comment suggests that the property owner located at 201 S. Santa Fe Avenue directly across the street from the project site, should be granted similar setback variances should future development occur on that property. The request to waive the setback and parking requirements along with the other requested actions for the Blake property are beyond the scope of this environmental document. Nonetheless, this comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

#### Response 1-15

This comment states that the Project will diminish the property value at 201 S. Santa Fe Avenue and compensation should be provided to the property owner as a "taking" would occur. The issue of property value is beyond the scope and purview of the environmental analysis contained in an Initial Study/MND document. However, the Project would result in less than significant impacts with regards to aesthetics, as analyzed in Attachment B, Explanation of Checklist Determinations, Section I, Aesthetics, in the Initial Study/MND. Nonetheless, this comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.



Response 1-16

This comment generally objects to the Project and the requested discretionary actions/approvals. Please refer to Responses 1-1 to 1-15 for a discussion of the potential environmental impacts associated with the Project and requested discretionary actions. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

Response 1-17

This comment raises general objections to the Project. Please refer to Response 1-2 for a discussion of the public review process. Please refer to Responses 1-7 and 1-13 for a discussion of the Project's compatibility with surrounding land uses. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

GRASSINI WRINKLE

A LAW CORPORATION  
20750 VENTURA BOULEVARD, SUITE 221  
WOODLAND HILLS, CALIFORNIA 91364  
TELEPHONE 818.348.1717  
FAX 818.348.7921  
www.grassinianandwrinkle.com  
July 12, 2007

LAWRENCE P. GRASSINI  
ROLAND WRINKLE  
DONALD G. LIDDY  
LARS C. JOHNSON  
KATHLEEN M. GRASSINI

City of Los Angeles Planning Department  
200 North Spring Street, Room 621  
Los Angeles, California 90012  
Attn: Kevin Jones

Re: Case No. ~~CPC-2007-778-GPA-ZC-ZAA-SPR~~  
Property Address 100-300 S. Santa Fe Avenue

Dear Mr. Jones:

I have owned homes and commercial property in Los Angeles County since 1975 and over the years have watched developers push the limits of their development, often times with the apparent approval of the City Planning Department.

2-1

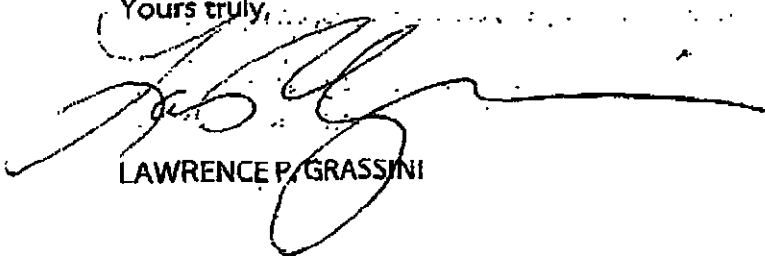
I presently own the commercial lot at 255 S. Santa Fe Avenue. The commercial lot consists of the first floor of the building which has been divided into four units presently leased to clothing designers. One of these designers is my daughter, Corinne Grassini. Thus, my family owns and physically works in the building directly across the street from the massive project proposed for the four acres fronting the other side of Santa Fe. While I can see all sorts of problems in re-zoning the area to fit Mr. Crowley the third's idea of mixed use, I am writing specifically to object to that portion of the proposal that usurps our publicly paid for and maintained street and hands it over to Mr. Crowley the third so that he can squeeze more development dollars out of his property. I'm sure some land use lawyer will find many illegal aspects to awarding a private citizen public land, but it just amazes me that, with the LA Times running headline stories about the anticipated increases in population and the concomitant failure of our woefully inadequate road system, our Mayor, the City Council and the Planning Commission would get behind this plan to reduce the size of a road in the congested downtown area. Perhaps the L.A. Times would like to run a story on this misuse of public funds, roads and trust.

2-2

2-3

Please keep me advised of any further developments in this sad saga and put me on the list of those who vehemently oppose this development.

Yours truly,



LAWRENCE P. GRASSINI

LPG/jab

RECEIVED  
CITY OF LOS ANGELES  
JUL 19 2007

CITY PLANNING  
COMMUNITY PLANNING BUREAU

**Date Prepared:** July 12, 2007

**Lawrence P. Grassini**  
**20750 Ventura Boulevard, Suite 221**  
**Woodland Hills, CA 91364**

Response 2-1

This comment expresses a general opinion regarding past development in Los Angeles County. The comment is acknowledged and will be forwarded to the decisionmakers for review and consideration.

Response 2-2

This comment states that there may be problems in re-zoning, but does not offer any specifics to such concerns. The commentor is referred to Attachment B, Explanation of Checklist Determinations, Section IX, Land Use, in the Initial Study/MND for a discussion of the discretionary approvals/actions requested by the applicant as part of the Project. Also, the City is not giving public land to a private developer. Upon completion of the right-of-way and unused easement vacation along the eastern side of Santa Fe Avenue, the rights to the property revert back to the owner of the underlying fee – the MTA. In addition, this comment provides general opinions of the commentor and does not introduce new environmental information specific to the MND or directly challenge information presented in the document. The comment is acknowledged and will be forwarded to the decisionmakers for review and consideration.

Response 2-3

This comment suggests that reducing the size of Santa Fe Avenue would have a negative effect on existing deficient traffic conditions. The commentor is referred to Attachment B, Explanation of Checklist Determinations, Section XV, Transportation/Circulation, in the Initial Study/MND that analyzes traffic impacts associated with Project implementation. As discussed Section XV and summarized in Response 1-11, traffic impacts associated with the Project would be less than significant. In addition, this comment provides general opinions of the commentor that do not introduce new environmental information specific to the MND or directly challenge information presented in the document. The comment is acknowledged and will be forwarded to the decisionmakers for review and consideration.

Valerie Mitchell  
215 s. santa fe ave #8  
Los Angeles, CA 90012

**RECEIVED**  
CITY OF LOS ANGELES  
JUL 18 2007

CITY PLANNING  
COMMUNITY PLANNING BUREAU

7/12/07

Kevin Jones  
Los Angeles Planning Dept.  
200 North Spring St, Room 621  
Los Angeles, CA 90012

Re: Case #CPC-2007-778-GPA-ZC-ZAA-SPR  
Property Address: 100-300 S. Santa Fe Ave.

Dear Mr Jones:

As a homeowner across the street from this proposed project I would like to note some of my concerns. I was not able to make the hearing and have little printed information to really understand what will be developing here. I am concerned about the narrowing of Santa Fe Ave, as it is a very busy thoroughfare between highway exits. At the same time the lowering of the road under the First Street Bridge invites more truck traffic and the narrowing of the road seems to conflict with that. I would like to see more information on this project.

3-1

While I am not opposed to a project which would have affordable artists and student housing and retail businesses, I do not see that affordable is mentioned in the notice of public hearing and that concerns me as we do not need more overpriced housing. When streets are narrowed, quality of life, air, view and open space are diminished. The beauty of Santa Fe avenue has been the large openness of it. Truck traffic has increased on this street and I am very concerned about the narrowing of the road and the height of the development. I am also concerned about traffic flow, as we have one way streets down 4th and partially on 3rd. The congestion now on 2nd and Alameda St with the new condo developments is already happening and there are 2 unfinished projects on the way. This may lead to traffic jams on 3rd or 2nd and Santa Fe, right under our windows.

3-2

3-3

3-4

We all live and work here, 24 hours a day right across the street from this project and would like to see these concerns addressed and negotiations developed in working out issues to make this project an affordable housing for artists and residents, and a unique retail complex with some green space and open public areas.

3-5

Sincerely,

Valerie Mitchell  
Homeowner, Toy Warehouse Lofts

**Date Prepared:** July 12, 2007

**Valerie Mitchell**  
**215 S. Santa Fe Avenue #8**  
**Los Angeles, CA 90012**

Response 3-1

This comment raises traffic and safety concerns associated with the narrowing of Santa Fe Avenue. The commentor is referred to Attachment B, Explanation of Checklist Determinations, Section XV, Transportation/Circulation, in the Initial Study/MND, which analyzes traffic impacts associated with Project implementation. As discussed in Section XV and summarized in Response 1-11, traffic and safety impacts along Santa Fe Avenue associated with the Project would be less than significant. The commentor also suggests that the lowering of the road under the First Street Bridge would invite more truck traffic. This comment relates to the Gold Line Project, where federal funds are being utilized to widen the First Street Bridge, to enable the Gold Line to run across the bridge. In accordance with federal standards, the bridge crossing must be at least 15 feet above Santa Fe Avenue. According to Dung Tran, Project Manager with the City of Los Angeles Department of Public Works, Bureau of Engineering, Santa Fe Avenue will be lowered up to one foot to meet federal standards. There is no analysis or support that the street lowering would result in increased truck traffic.. Nonetheless, the lowering of the bridge is not part of the Project and does not affect the traffic analysis prepared for the Project.

Response 3-2

The commentor is correct that the Project has not identified "affordable housing," as defined by the City, as a component of the Project. According to the adopted City of Los Angeles Housing Element, the City is in need of new dwelling units to serve both the current population and the projected population. In conjunction with housing demand, the cost of housing continues to rise. An objective of the Central City North Community Plan is to "provide a diversity of housing opportunities capable of accommodating all persons regardless of income, age or ethnic background." The Project would provide the Central City North community with approximately 439 apartment units plus approximately 17 live/work units. Although pricing has not yet been determined, the applicant proposes to provide residential units ranging in price in order to create a diverse residential community.

Response 3-3

This comment raises concerns regarding air quality, views/aesthetics and open space. Air quality is addressed in Response 1-9. Attachment B, Explanation of Checklist Determinations, Section III, Air Quality, in the Initial Study/MND analyzes air quality impacts. As analyzed in Section

III, no significant construction or operational air quality impacts would occur with implementation of the prescribed mitigation measures.

The issue of aesthetics, including views are analyzed in Attachment B, Explanation of Checklist Determinations, Section I, Aesthetics, in the Initial Study/MND. As discussed therein, the Project would result in less than significant aesthetic impacts. Specifically, scenic views are addressed under Response I(a) and visual quality and character is analyzed under Response I(c).

The commentor also raises a concern regarding open space. Currently, approximately 98 percent of the project site is developed with asphalt-paved area. The project site is not considered usable open space and is not perceived as a valued visual resource. Pursuant to the LAMC, the Project is required to include approximately 28,850 square feet of usable open space, and provides approximately 8,600 square feet of open space as part of the pool/deck area and in residence amenities, approximately 15,100 square feet of open space in the plaza areas, and approximately 5,400 square feet of open space in gardens serving all residents, for a total of approximately 29,000 square feet of open space, thus exceeding the applicable requirements. Less than half of the proposed open space would exclusively serve residents of the Project. The majority of the proposed open space would be available to the community and neighbors as part of the proposed two large ground level plazas, each with a variety of landscaping.

#### Response 3-4

This comment raises concerns regarding the height of the development and traffic conditions in the surrounding area. Please refer to Response 1-7 for a discussion of the Project's height in relation to the surrounding area. Also, please refer the Response 1-11 for a discussion of traffic impacts resulting from implementation of the Project. As discussed therein, the Project's only significant traffic impact would occur at the intersection of Santa Fe Avenue and Third Street in the P.M. peak hour. This impact would be reduced to a less than significant level with implementation of the prescribed mitigation measure.

Also, please refer to Response 1-11 for a discussion of the scope of the Traffic Study, which considered projects either under construction or planned for development in the project vicinity that may contribute to traffic volumes in the study area.

#### Response 3-5

This comment is noted. Please refer to Response 3-2 for a discussion of the Project's residential pricing. Please refer to Attachment B, Explanation of Checklist Determinations, Section I, Aesthetics, in the Initial Study/MND for analysis of the aesthetic impacts associated with the Project. As discussed therein, the Project would result in less than significant aesthetic impacts. Also, please refer to Response 3-3 for a discussion of the Project's open space components.

FROM : INDUSTRIAL REVOLUTION

FAX NO. : 213 680 0337

Jul. 16 2007 07:05PM P1

Claude and Nancy Kent  
442 Colyton St.  
Los Angeles, CA 90013  
(213) 680-0337

July 16, 2007

Re: Case # CPC-2007-778-GPA-ZC-ZAA-SPR  
Property Address: 100-300 S. Santa Fe Ave.

Kevin Jones  
Los Angeles Planning Department  
200 North Spring St., Room 621  
Los Angeles, CA 90012

Dear Planning Department:

We are writing this letter to object to the approval of the General Plan Amendment to re-designate Santa Fe Avenue as a Modified Collector Street.

4-1

We feel that the downgrading of Santa Fe Ave. from a Major Highway to a Modified Collector Street is imprudent in light of the current Gold Line project that involves the First Street Bridge.

4-2

Furthermore the amount of commercial traffic that uses Santa Fe as a major corridor has increased considerably over the two years plus since the surveys and tests were performed to support this proposed downgrade.

4-3

The rationale we were given for downgrading and narrowing this part of the street is that it is wider than it needs to be for its traffic. We believe that the studies done two years ago are outdated. Trucks and other commercial vehicles constantly use the street. Just watch the parade of UPS trucks back and forth. Also it is the last through street west of the 2 bridges that the area's population would use to evacuate in the event of earthquakes or other catastrophes.

4-4

4-5

There is work being done right now on the First Street Bridge for the Gold Line Extension. In the process they are lowering the roadway. That bridge marks the North border of this stretch of Santa Fe. It makes no sense to lower the roadway making Santa Fe more accommodating to larger truck traffic, and at the same time downgrade and narrow the street that feeds into that very underpass. That is a traffic, noise, and pollution nightmare in the making.

4-6

FROM: INDUSTRIAL REVOLUTION

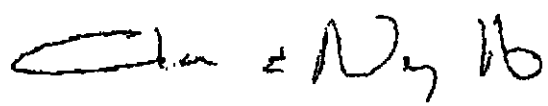
FAX NO. : 213 680 0337

Jul. 16 2007 07:08PM P1

If the roadway is narrowed and this development is built up to its present property lines, we will loose the use of the street as it is now forever. In other words, once the buildings are in place there is no going back. We would never be able to widen the street to what it once was to accommodate the traffic that our quickly developing neighborhood generates.

4-7

Thank you,



Claude Kent and Nancy Kent



**Date Prepared:** July 15, 2007

**Claude and Nancy Kent**  
442 Colyton Street  
Los Angeles, CA 90013

Response 4-1

This comment states that the commentor objects to the approval of the applicant's request to re-designate the Santa Fe Avenue as a Modified Collector Street. This comment is noted.

Response 4-2

This comment objects to the re-designation of Santa Fe Avenue in light of the Gold Line Project that involves the First Street Bridge. No additional data or support is provided to support that the street re-designation would be incompatible with the Gold Line Project. Traffic impacts are analyzed in Attachment B, Explanation of Checklist Determinations, Section XV, Transportation/Circulation, in the Initial Study/MND. As discussed Section XV and summarized in Response 1-11, traffic and safety impacts associated with the Project would be less than significant with implementation of the prescribed mitigation measures.

Response 4-3

This comment asserts that commercial traffic along Santa Fe Avenue has increased over the past two years and thus the analysis performed to support the downgrade is outdated. The Project's Traffic Study that analyzed impacts along Santa Fe Avenue considered existing traffic conditions based on manual traffic counts conducted in late February 2006 and early March 2006. Also, as discussed in Response 1-11, traffic from related projects and growth over the past several years has been accounted for in the Traffic Study. Thus, commercial traffic that has occurred over the past several years has been accounted for in determining Project-related traffic impacts.

Response 4-4

Please refer to Responses 1-11 and 4-3 for a discussion of the related projects evaluated in the Traffic Study.

Response 4-5

This comment states that Santa Fe Avenue is the last through street west of the two bridges that the area's population would use to evacuate in the event of earthquakes or other catastrophes. In the event of a major catastrophe, there are numerous circulation options in the surrounding area that would allow for evacuation of the area. The Project would not directly impair access to the

First or Fourth Street Bridges, as many streets in the surrounding area can access the bridges. Thus, the Project would not impair or physically interfere with any emergency evacuation plans.

Response 4-6

Please refer to Response 4-2 for a discussion of the traffic impacts associated with the Project and re-designation of Santa Fe Avenue. This comment also raises noise and quality concerns associated with vehicular traffic. Please refer to Response 1-9 for a discussion of operational noise and air quality impacts. As discussed therein, operational noise and air quality impacts would be less than significant.

Response 4-7

As discussed in Response 1-11, the traffic quantities associated with related projects has been considered in the analysis of future year 2009 traffic "with project" conditions. As future development projects are proposed that would generate traffic along Santa Fe Avenue, they would be required to analyze traffic impacts on a project-by-project basis. If potentially significant impacts are identified, mitigation measures would be prescribed, as available, to reduce impacts to a less than significant level.

CG-1

RE: CASE NO. CJ-2007-778-GPA-  
2C-2AA-SPR

201 S. SANTA FE AVE #301  
LOS ANGELES, CA 90012

JULY 17, 2007

CITY OF LOS ANGELES Planning Dept  
ATTN: KEVIN JONES

200 N. Spring St. Rm. 621  
LOS ANGELES, CA 90021

RECEIVED  
CITY OF LOS ANGELES  
JUL 23 2007  
CITY PLANNING  
COMMUNITY PLANNING BUREAU

MR. JONES,

AT OUR MEETING ON JULY 9, 2007 I WAS VERY SURPRISED TO FIND OUT THE DEVELOPMENT OF ONE SANTA FE WOULD BE GRANTED A PORTION OF SANTA FE AVENUE. I OBJECT TO THIS ON THE GROUNDS THAT THE PROPOSED DEVELOPMENT WILL BE PLACED TOO CLOSE TO THE PROPERTIES ON THE WEST SIDE OF SANTA FE. ALL ALONG I THOUGHT THAT THE NEW DEVELOPMENT WOULD BE PLACED ON THE SITE OF THE EXISTING MMA BUILDING. CONSIDERING THE HEIGHT OF THE PROPOSED DEVELOPMENT I FEEL THIS IS NOT ACCEPTABLE.

5-1

IF THE DEVELOPMENT GOES FORWARD THEN I WANT THE FOLLOWING ITEMS TO BE CONSIDERED IN MITIGATION: (1) ADDITIONAL PERMANENT PARKING FOR THE ARTIST DISTRICT IN LIEU OF THE LOSS OF PARKING ON SANTA FE AVE. (2) A COMPLETE EIR & SOILS REPORT

5-2

5-3

RE: CASE NO. CPC-2007-728-GPA-ZC-ZAA-SER

- (3) TEMPORARY PARKING FOR THE COMMUNITY BY PERMIT DURING CONSTRUCTION.
- (4) STOP LIGHT AT 3RD ST.
- (5) STREET LIGHT ACCESSMENT BY ONE SANTA FE CARRYING THE ENTIRE ACCESSMENT.
- (6) NOISE & DUST ABATEMENT DURING CONSTRUCTION.
- (7) POSTING OF START & END TIMES FOR CONSTRUCTION TO THE COMMUNITY.

~~(8) AFTER CONSTRUCTION SPRAY WASH TO ADJACENT BUILDINGS & WINDOWS.~~

MOST IMPORTANTLY: (9) MEETINGS WITH THE COMMUNITY TO DISCUSS OUR NEEDS AND THE INTEGRATION OF THE ONE SANTA FE DEVELOPMENT INTO OUR COMMUNITY. AS THE CO-FOUNDER OF LARABA I BELIEVE LARABA CAN NOT AS A FORUM FOR THESE MEETINGS, BUT IT IS

~~IMPORTANT THAT THE ENTIRE COMMUNITY BE INVITED.~~

PLEASE EXCUSE MY HAND WRITTEN LETTER, BUT I'VE HAD A DEATH IN MY FAMILY IN PA AND THERE IS NO TYPEWRITER HERE.

Sincerely,  
 DREW LESSO  
 RESIDENT 201 S. SANTA FE AVE.

**Date Prepared:** July 17, 2007

**Drew Lesso**  
**201 S. Santa Fe Avenue**  
**Los Angeles, CA 90012**

Response 5-1

This comment states objects to the approval of the applicant's request to re-designate the Santa Fe Avenue as a Modified Collector Street. This comment is noted. This comment also raises concerns regarding the height of the development. Please refer to Response 1-7 for a discussion of the Project's height in relation to the surrounding area. The issue of aesthetics, including views and visual character of the site and surrounding area are analyzed in Attachment B, Explanation of Checklist Determinations, Section I, Aesthetics, of the Initial Study/MND. As discussed therein, the Project would result in less than significant impacts. Specifically, scenic views are analyzed under Response I(a) and visual quality and character is analyzed under Response I(c).

Response 5-2

Parking impacts associated with the Project are analyzed in Attachment B, Explanation of Checklist Determinations, Section XV, Transportation/Circulation, in the Initial Study/MND. As discussed under Response XV(f), since the Project would include the demolition of a portion of the existing MTA parking lot consisting of 120 spaces, 120 spaces would be developed as part of the Project to be used by the MTA. Overall, the Project would require approximately 752 parking spaces, including the 120 MTA spaces, based on the City's Planning and Zoning Code. Pending the final Project design, no less than the required approximately 752 parking spaces would be developed as part the Project. As such, the Project would meet or exceed the parking requirements set forth by the City. Thus, no off-site parking impacts would occur as a result of the Project.

Response 5-3

This comment states that an EIR and not an MND, should be prepared for the Project. Please refer to Response 1-1 for a discussion of the rationale as to why an MND has been prepared for the Project. Also, Attachment B, Explanation of Checklist Determinations, Section VI, Geology and Soils, in the Initial Study/MND analyzes impacts associated with geotechnical issues. As discussed under Response (a)(iii), a Phase One Environmental Site Assessment identified the soils beneath the site as being within the Ramona-Placentia association. As discussed within the Section VI, the soils beneath the site are suitable to accommodate the proposed development as all potentially significant geology and soils issues would be reduced to a less than significant level with implementation of the prescribed mitigation measures. Furthermore, Mitigation

Measure GEO-2 has been prescribed that requires the Applicant to submit a geotechnical report for the Project to the City of Los Angeles Department of Building and Safety that includes site-specific design considerations. The geotechnical report would include site specific measures to address on site soil conditions as part of the design and development of the Project.

#### Response 5-4

Prior to construction activities, LADOT recommends that a construction work site traffic control plan be submitted for review and approval prior to the start of any construction work. As part of Project's plan, temporary construction parking impacts would be addressed, as appropriate.

#### Response 5-5

Traffic impacts are analyzed in Attachment B, Explanation of Checklist Determinations, Section XV, Transportation/Circulation, in the Initial Study/MND. As discussed under Response XV(a), traffic impacts were evaluated on criteria established by the LADOT. Based LADOT criteria, the Project would significantly impact the intersection of Santa Fe Avenue and Third Street in the P.M. peak hour. Therefore, mitigation is prescribed that requires the Project to install a new traffic signal or other comparable traffic mitigation improvement at the intersection of Santa Fe Avenue and Third Street such that the resulting change in Critical Movement Analysis (CMA) value does not exceed the LADOT criteria for a significant traffic impact. With implementation of the prescribed mitigation (TRAF-1), the Project-related change in CMA value at the impacted intersection would not exceed the City's significance criteria. Thus, with implementation of the prescribed mitigation measure, traffic impacts at the significantly impacted intersection would be reduced to a less than significant level.

#### Response 5-6

Street lighting along the Project's site frontage on Santa Fe Avenue would be financed and installed as part of the Project in accordance with all applicable City regulations. Street lighting plans would be reviewed by the City of Los Angeles to ensure that adequate lighting is provided for the safety of vehicles and pedestrians during operation of the Project.

#### Response 5-7

This comment raises noise and quality concerns associated with Project construction. Please refer to Response 1-9 for a discussion of construction noise and air quality impacts. As discussed therein, construction noise and air quality impacts would be less than significant.

Response 5-8

This comment requests that construction start and end times be posted or be provided to the community. The Initial Study/MND anticipated that construction of the Project would occur for approximately 21 months. The Applicant will notify the Historic Cultural Neighborhood Council (HCNC), the Art's District Business Improvement District (BID) and the Los Angeles River Artist and Business Association (LARABA) of the construction schedule prior to commencement of construction activities and notify the surrounding community, in accordance with all applicable City regulations and/or requirements.

Response 5-9

This comment requests that adjacent buildings and windows be spray washed after construction. Construction activities will adhere to South Coast Air Quality Management District (SCAQMD) rules and regulations pertaining to dust control. Furthermore, as stated in Attachment B, Explanation of Checklist Determinations, Section III, Air Quality, of the Initial Study/MND, air quality mitigation measures (refer to Mitigation Measures AQ-2 to AQ-5) would be implemented to prevent dust from leaving the site to the maximum extent feasible. Thus, it is not anticipated that excessive dust would affect the surrounding properties. Regardless, it is not feasible to determine the incremental increase of dust that may be attributable to Project construction given that adjacent properties are currently subject to dust and debris from the existing environment. It is assumed that adjacent properties undergo routine maintenance to maintain clean buildings and such maintenance would be adequate to remove dust generated during Project construction.

Response 5-10

The applicant has set meetings to discuss the community's concerns regarding the Project. The applicant is set to meet with the Arts District BID Board of Directors on September 5, 2007, LARABA on September 10, 2007 and the HCNC on September 11, 2007. In addition, there will be a City Planning Commission hearing for the Project on October 11, 2007. Future public hearings will be held by the Planning and Land Use Management Committee of the City Council and by the City Council itself, at dates to be determined.

Response 5-11

This comment is noted.

7-19-07

TO:  
Kevin Jones  
Los Angeles Planning Department  
200 North Spring St. Room 621  
Los Angeles, CA 90012  
fax) 213-978-1275

From:  
Connie Vassiler  
215 S. Santa Fe Avenue #10  
Los Angeles, CA 90012  
H) 213-680-0030  
C) 213-368-1395

RECEIVED  
CITY OF LOS ANGELES  
JUL 24 2007  
CITY PLANNING  
COMMUNITY PLANNING BUREAU

RE: Case# CPC-2007-778-GPA-ZC-ZAA-SPR  
Property Address: 100-300 South Santa Fe Avenue  
official notice of complaint regarding the above  
mentioned project.

Dear Mr Jones,

I am sending this letter in lieu of my attendance  
at the public hearing. Unfortunately I was out of the  
country and I was unable to participate in the  
discussion regarding this (in my opinion) horrid  
project. Let me explain,

6-1



First, I would like to say that it seems very unfair to impose such a HUGE project upon this neighborhood without giving us a better chance to obtain information regarding the project and having a chance to provide much more input. Surely we could come up with a project for this city property that actually IMPROVES the quality of life for those living in the neighborhood instead of it placing a far greater burden upon it. Why doesn't the city use that space for a park, art center, public parking or dog park. You know, things that would actually make this place more LIVABLE. Based upon the three projects near 1<sup>st</sup> + Alameda it is clear that what the city is committed to is "Packing em' in". When I moved to this neighborhood, I chose it because it was comfortable, pedestrian friendly and not overly dense. It's history is important and appreciated.

6-2

6-3

6-4

It was freeway close and had nice WIDE streets (Santa Fe, 1st, 4th) that allowed one to travel easily to the freeway's and park. We specifically chose our building because it was located next to the city maintenance yards. We didn't want to live next to a lot that would be built up with another Pig project. Boy, oh boy were we wrong!

It was bad enough seeing how the whole situation with Sci-Arc was handled. They moved to downtown with the expectation of having a chance to build a campus and instead they got squeezed out of that opportunity. They have NO campus now. AND They do not have enough parking.

So what does the city do? They take the lot on the other side of the school and they **OVERBUILD**, grant parking variances AND move the build line further into Santa Fe. WOW, That makes **SO MUCH SENSE!**

6-7

Change the density of a neighborhood, Add a school with inadequate parking, Add businesses, **TAKE AWAY** parking, and take a major corridor and make it more NARROW!!!

This project is so ridiculous and ill conceived, so lacking in any sensitivity to those living and working in the area it makes my head hurt!!!

6-8

If I am correct The mission statement of The City Planning Department is....

"We honor our heritage and shape our future by partnering with all Angelinos to transform Los Angeles into a collection of distinctive, healthy, and sustainable neighborhoods - The tapestry of a great city."

In addition, I believe our neighborhood is a historic, cultural neighborhood.

That being the case, I think MUCH more thought should be put into this project before it <sup>(the neighborhood)</sup> is negatively and permanently changed. Page 5 of 8

- No more pig projects (Over sized out of scale, insensitive eye sores!!!)
- No more parking variances
- No narrowing of the streets and corridors.
- Maintain the history & character of <sup>the neighborhood.</sup>
- Leave the train yard ALONE or put in something that actually enhances the quality of life for the people living in the city and neighborhood.
- ADD greenspace, art spaces, PARKS places for artists to work... etc.
- ALLOW people to meaningfully participate in the process of deciding what will be allowed to be built especially when the project is su near to

6-11  
(Con't)

large and will so permanently change the very nature of the neighborhood.

It makes me sad that such a cool, industrial hip neighborhood is being forever changed into a dense, unlivable warehouse for human habitation. It is truly losing its heart and charm. Its history and character are disappearing faster than I could have ever imagined. I wish I believed the mission statement of the planning department, but I don't. In the end it is always about money and NEVER about quality of life. So, so sad!!!

Well, I Thank you for taking  
The time to listen to my one and  
only chance to save the neighborhood  
that I truly love. I have lived  
and owned here for seven years.  
But, I have wanted to live here  
since the early 80's, I was young  
then and didn't have the means. As  
an adult I was 50 Thrilled to finally  
have the chance to live and own here.  
I hope you can understand why I  
am so saddened by these horrid changes,

All The Best

Connie Vassilev

Page 8 of 8

**Date Prepared:** July 19, 2007

**Connie Vassilev**  
**215 S. Santa Fe Avenue #10**  
**Los Angeles, California 90012**

Response 6-1

This comment is noted.

Response 6-2

The Initial Study/MND was noticed to the public in accordance with the California Environmental Quality Act (CEQA) Guidelines. The MND was initially submitted to the State Clearinghouse, Governor's Office of Planning and Research, and circulated for public review on April 19, 2007. A Notice of Intent to Adopt a Mitigated Negative Declaration was filed with the Los Angeles County Clerk and publicly noticed in the Los Angeles Times and on the City of Los Angeles website (<http://www.ci.la.ca.us/>). The 30-day comment period required by CEQA Guidelines Section 15073(b) concluded on May 21, 2007. No comment letters were received during this public review period. Due to minor modifications to the discretionary approvals required for the Project (i.e., addition of Site Plan Review), the Initial Study/MND document was re-circulated for public review on June 14, 2007. The public review period for the re-circulated Initial Study document ended on July 16, 2007. While the change in discretionary approvals did not create new significant environmental effects and did not change any effects as identified in the Initial Study/MND, the City nonetheless chose to re-circulate the Initial Study/MND to ensure the public was aware of such changes.

The Initial Study/MND is only one component of the project approval process. The MND addresses environmental impacts of the Project. The public has had opportunity to comment of the Initial Study/MND during the initial 30-day public review period as well as the second 30-day public review period for the re-circulated MND. The applicant is set to meet with the Arts District BID Board of Directors on September 5, 2007, LARABA on September 10, 2007 and the HCNC on September 11, 2007. A City Planning Commission hearing will also be held on October 11, 2007. In addition, future public hearings will be held by the Planning and Land Use Management Committee of the City Council and by the City Council itself, at dates to be determined.



Response 6-3

This comment provides suggestions for alternative development on the project site. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

Response 6-4

This comment expresses general opinions regarding recent development in the community. The comment is acknowledged and will be forwarded to the decisionmakers for review and consideration.

Response 6-5

This comment suggests that the Project would negatively affect parking and the ease of travel to freeways along Santa Fe Avenue. The commentor is referred to Attachment B, Explanation of Checklist Determinations, Section XV, Transportation/Circulation, in the Initial Study/MND, which analyzes traffic and parking impacts associated with Project implementation. As discussed Section XV and summarized in Responses 1-11 and 5-2, traffic and parking impacts associated with the Project would be less than significant. In addition, this comment provides general opinions of the commentor that do not introduce new environmental information specific to the MND or directly challenge information presented in the document. The comment is acknowledged and will be forwarded to the decisionmakers for review and consideration.

Response 6-6

This comment raises concerns with the Sci-Arc campus to the west of the project site along Santa Fe Avenue. Analysis of the needs of the Sci-Arc campus are beyond the scope and purview of the Initial Study/MND prepared for the Project. This comment is noted.

Response 6-7

The commentor is referred to Attachment B, Explanation of Checklist Determinations, Section XV, Transportation/Circulation, in the Initial Study/MND, which analyzes traffic and parking impacts associated with Project implementation. As discussed Section XV and summarized in Responses 1-11 and 5-2, traffic and parking impacts associated with the Project would be less than significant. In addition, this comment provides general opinions of the commentor that do not introduce new environmental information specific to the MND or directly challenge information presented in the document. The comment is acknowledged and will be forwarded to the decisionmakers for review and consideration.

Response 6-8

This comment is noted.

Response 6-9

This comment states the mission statement of the Planning Department and does not raise any issues with the Initial Study/MND. This comment is noted.

Response 6-10

The commentor is correct that the neighborhood does contain known cultural resources. The commentor is referred to Attachment B, Explanation of Checklist Determinations, Section V, Cultural Resources, in the Initial Study/MND, which analyzes direct and indirect impacts to cultural resources. As discussed in Section V, all potentially significant impacts to cultural resources would be reduced to a less than significant level with implementation of the prescribed mitigation measures.

Response 6-11

This comment provides a summary of Comments 6-2 to 6-10. Please refer to Responses 6-2 to 6-10. This comment is noted.

Response 6-12

This comment raises general opinions of the commentor regarding the Artists-in-Residence District. The issue of aesthetics, including views and visual character of the site and surrounding area are analyzed in Attachment B, Explanation of Checklist Determinations, Section I, Aesthetics, of the Initial Study/MND. As discussed therein, the Project would result in less than significant aesthetic impacts. This comment is noted.

Response 6-13

This comment is noted.

Fax Cover Sheet July 9<sup>th</sup> 2007 4 pages including cover

**Att: Kevin Jones and Planning Commission**  
Fax: 213 978-1275

**From: Concerned Business AND Property  
Owners, Tenants, and Residents of 201 and 215  
S Santa Fe**

Contact: "Z" Zazhinne 213 949-6873  
z@zeeva.net

**Re: case # CPC-2007-778-GPA-ZC-ZAA-SPR**  
Property Address: 100-300 S Santa Fe Ave

Dear Kevin and Commission Members

The letter and it's accompanying 21 protest signatures of concerned citizens (out of only two buildings directly across from the proposed development) were hastily gathered among those of us NOT presently out of town travelling.

Please be aware that given a few days more, we could have many pages more from concerned Arts District residents, businesses, property owners and stakeholders.

"Z" Zazhinne  
215 and 201 S Santa Fe

RECEIVED \_\_\_\_\_  
(Date)

Los Angeles City Planning Department  
Community Planning Bureau

Attn: Kevin Jones and Planning Commission Meeting July 20, 2007  
Los Angeles Planning Dept  
200 N Spring Street room 621  
Los Angeles, CA 90012  
FAX #: 213 978-1275

Re: case # CPC-2007-778-GPA-ZC-ZAA-SPR  
Property Address: 100-300 S Santa Fe Ave

From: Concerted Business AND Property Owners (ie taxpayers)  
Tenants and Residents of both  
201 AND 215 South Santa Fe Avenue

July 19, 2007

Dear Planning Commission:

I, Natasha "Z" Zazhinne (a property owner at 215 South Santa Fe since 2001, an Arts District resident/artist/activist since 1992, and resident, tenant and small business owner at 201 S Santa Fe since 1998) write this letter of challenge and protest to you on the behalf of all the undersigned.

7-1

This project appears to have slid through with an entire community being scandalously misled, given incorrect info and no time to for real input or comment. *The misleading drawings originally provided of this plan did not show the extent to which this development will be built out to or impact our community. Allowing the development to be built out to the property lines will severely compromise our businesses and the quality of our lives on Santa Fe Street.*

7-2

At 201 S Santa Fe alone we have: 23 studios/businesses. 9 are businesses with multiple employees. 14 are live/work studios under the AIR program (Artist in Residence CUP) with 21 residents, as well as varying numbers of employees depending upon business need.

7-3

At least 4 of us have known health issues that have already been impacted by the construction in and around our neighborhood over the last decade from the varying toxic fallout of digging, construction, etc.

7-4

Two of us are both long-time business tenants at 201 as well as property owners at 215-- from whose Homeowners Association you will have received letters of protest as well. Many of us are long-time Arts District residents and businesses who have toughed it out here for years, improving our community and helping to make downtown revitalization viable.

7-5

By downgrading S Santa Fe, you are narrowing a street already overloaded with regular truck and commuter traffic which has increased in the last two years since your studies were done. Allowing these buildings to come out to and even into the street is astoundingly imprudent and impractical --and will create major problems for our community.

7-6

Our parking situation has been negatively impacting our businesses since you allowed Sci-Arc to come in with no real plan for their student parking; when they lost the use of the 3<sup>rd</sup> Street lot a few years ago, students began and continue to take up street parking here for the entire day, taking any possibility of short-term parking away from our clients and business associates. We have been unable to get diagonal or other parking solutions on S Santa Fe to alleviate this.

7-7

We have recently learned that work presently being done on the First Street Bridge for the Gold Line--already creating environmental problems for us here-- is also lowering the road beneath it.  
(Continued page 2)

7-8

RECEIVED \_\_\_\_\_  
(Date)

Los Angeles City Planning Department  
Community Planning Bureau

Los Angeles City Planning Department  
Community Planning Bureau

July 19, 2007 Page 2 Zachinne 2 Planning Commission on behalf of undersigned  
Concerned Business AND Property Owners (ie taxpayers, Tenants, and Residents of both 201  
AND 215 South Santa Fe Avenue  
(Continued from page 1)

Now larger trucks will be able to pass under—even closer to us than they now are going north.  
With the present plan—we will have even more congestion and pollution. 7-8  
(Con't)

A number of us have unsuccessfully attempted to get answers from the City on questions about  
our left turn lane or parking on the East side of this stretch of Santa Fe—no straight or clear  
answers have been forthcoming. 7-9

Is the City willing to visually cut off the Arts District from East LA, with a 6-story dividing line that  
obstructs views from more than two buildings and alienates communities that have long worked  
together? Are you willing to trash the value of small businesses and property that the City  
encouraged us to put our money, our hearts and souls into—for many years? 7-10

Why encourage the development of small businesses here (since the early 90's, make us  
promises that are broken about empowerment zones, leaving us to eke it out with little help from  
the City) and now force us small businesses and Artists-in-Residence out for large scale  
developers? 7-11

Is the City planning to cut off the very people who have fought to make our lives, build  
community, and develop small business here for decades—efforts that have made downtown  
development and revitalization attractive to those now coming in? 7-11

There are certainly better areas where such a development would not create the problems it will  
here; for one example—S Santa Fe in between the 4<sup>th</sup> and 5<sup>th</sup> Street bridges—where the buildings  
across the street are factories and businesses rather than small businesses, studio's and  
residences and a viable thriving community. 7-12

Per the four stories of underground tunneling into riverbed for One Santa Fe—some of us have  
been here long enough to recall that the MTA did studies about tunneling under Santa Fe years  
ago, and chose not to do so because they could not guarantee that the buildings opposite (201  
and 215 S Santa Fe) would not sink the way that Hollywood Blvd buildings did during the  
excavation and construction of that route. 7-13

What guarantee's can you give us now—and what will the City do for business and property  
owners and residents when we sink? 7-13

What about plans for dust, noise, business loss, quality of life, parking mitigations? 7-14

This project will negatively impact our day-to-day quiet enjoyment of our homes, and the years of  
disruption it will create—on top of all the recent years of reconstruction disruption to our lives,  
our businesses, our economic and physical health that have already cost us all dearly—will cost  
us all more, and force some of us out altogether. 7-15

Your approval of this project in this location is irresponsible and would basically force many of us  
out to the benefit of Big Business. We protest and challenge the approval of this project and ask  
that you stop it from going forward until:  
Appropriate EIR's are done, the community has received real info, and there has been time and  
effort to get the real stakeholder input to assist you in your planning. 7-16

We look forward to your response. Thank you.

Name (please print)	Signature	Address/Unit	Studio, Business or Residence
NATASHA "Z" Zachinne		201 <sup>200</sup> / 215 <sup>200</sup>	Zachinne International Inc studio - biz - residence

Page 3 Zashinne 2 Planning Commission on behalf of undersigned Business AND Property Owners (ie taxpayers.) Tenants, and Residents of both 201 AND 215 South Santa Fe Avenue July 19, 2007

Erika Luri *[Signature]* 201 units <sup>308</sup>/<sub>201</sub> Graphedetic Art & Printing  
 SU Santofrancesca 201 unit 211 Apt. Gonal MTS  
 OSCAR SUAS *[Signature]* 201 S Santa Fe Ave #204  
 Phillip Gubulski *[Signature]* 201 unit 207 Self Employed Artist  
 EDUS *[Signature]* 201 S Santa Fe #207 EF Design  
 Butch KADOMASU *[Signature]* 201 S. Santa Fe #106 Butch Kadomasu  
 Solange Ledwith *[Signature]* 201 S Santa Fe #310 self employed artist  
 McPherson *[Signature]* 201 S Santa Fe #307 self employed  
 H. J. Bahich *[Signature]* 201 S. Santa Fe #308 self employed  
 Corey Morrison *[Signature]* 201 S Santa Fe #206 Video Editor  
 Don Kim *[Signature]* 415 Molmoth 4 animation/VFX  
 Susana Peters *[Signature]* #206 201 S Santa Fe Dramat.  
 Antoine Pegas *[Signature]* 216 S. Santa Fe Pegas INK  
 Kessy Flanagan *[Signature]* 215 S Santa Fe VIKERRY US  
 CHRISTOPHER SICKS *[Signature]* 215 S. SANTA FE. AVE #18 CENTURUM CONCEPTS  
 Jimmie Langan *[Signature]* 201 S. Santa Fe #208 L.A. GIL PINOZ - CONSUELOS  
 Nancy Cheng *[Signature]* 201 S Santa Fe LA JA 90112  
 William Jay *[Signature]* 425 W. Glandon way, 91833  
 Mary Van Oost *[Signature]* 201 Santa Fe #300 dancer in residence  
 Maria Ferreira *[Signature]* 201 Santa Fe #200 dancer in residence

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**RECEIVED** (Date)  
 Los Angeles City Planning Department  
 Community Planning Bureau

**Date Prepared:** July 19, 2007

**Natasha "Z" Zazhinne**  
**201 S. Santa Fe Avenue #200**  
**Los Angeles, California 90012**

Response 7-1

This comment states that the Commenter, on behalf of the business owners, property owners, tenants and residents who have signed the attached petition, objects to the approval of the Project. This comment is noted.

Response 7-2

Please refer to Response 6-2 for a discussion of the public review process for the Initial Study/MND. The commentor references "misleading drawings," without stating where such drawings were presented or obtained by the commentor. While the Project has undergone minor revisions to the design, the proposed density has not been substantially modified. Please also refer to Attachment B, Explanation of Checklist Determinations, Section I, Aesthetics, in the Initial Study/MND for analysis of the aesthetic impacts associated with the Project. As discussed therein, the Project would result in less than significant aesthetic impacts. The proposed setbacks and compatibility with the surrounding area are further discussed in Response 1-13.

Response 7-3

This comment is noted.

Response 7-4

Please refer to Responses 1-4 and 1-5 for a discussion of how potentially hazardous materials would be removed from the project site to ensure that that the residents and occupants of the surrounding properties and area generally, are not adversely affected by hazardous materials. In addition, please refer to Response 5-9 for a discussion of how dust leaving the project site during construction would be minimized to the maximum extent feasible.

Response 7-5

This comment is noted.

Response 7-6

Please refer to Response 4-3 for a discussion of the adequacy of the Traffic Study prepared for the Project.

Response 7-7

Parking impacts associated with the Project are analyzed in Attachment B, Explanation of Checklist Determinations, Section XV, Transportation/Circulation, in the Initial Study/MND. As discussed under Response XV(f), since the Project would include the demolition of a portion of the existing MTA parking lot consisting of 120 spaces, 120 spaces would be developed as part of the Project to be used by the MTA. Overall, the Project would require approximately 752 parking spaces, including the 120 MTA spaces, based on the City's Planning and Zoning Code. Pending the final Project design, no less than the required approximately 752 parking spaces would be developed as part the Project. As such, the Project would meet or exceed the parking requirements set forth by the City. It is beyond the scope and purview of the Initial Study/MND to evaluate the parking requirements for the Sci-Arc campus. The Project will supply on site parking to meet the demands of its proposed uses and supply parking for MTA in lieu of the 120 removed spaces.

Response 7-8

This commentor objects to the re-designation of Santa Fe Avenue in light of the Gold Line Project that involves the First Street Bridge. No additional data or support is provided to support that the street re-designation would be incompatible with the Gold Line Project. Traffic impacts are analyzed in Attachment B, Explanation of Checklist Determinations, Section XV, Transportation/Circulation, in the Initial Study/MND. As discussed in Section XV and summarized in Response 1-11, traffic and safety impacts associated with the Project would be less than significant with implementation of the prescribed mitigation measures. Please refer to Response 1-9 for a discussion of operational air quality impacts. As discussed therein, operational air quality impacts would be less than significant.

Response 7-9

This comment states the commentor has made unsuccessful attempts to contact the City regarding traffic and parking conditions along Santa Fe Avenue. This comment does not introduce new environmental information specific to the MND or directly challenge information presented in the document. The comment is acknowledged and will be forwarded to the decisionmakers for review and consideration.



Response 7-10

The issue of aesthetics, including views are analyzed in Attachment B, Explanation of Checklist Determinations, Section I, Aesthetics, in the Initial Study/MND. As discussed therein, the Project would result in less than significant aesthetic impacts. Specifically, scenic views are addressed under Response I(a) and visual quality and character are analyzed under Response I(c). The issue of property value is beyond the scope and purview of the environmental analysis contained in an Initial Study/MND document. This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

Response 7-11

This comment provides general opinions of the commentor and does not introduce new environmental information specific to the MND or directly challenge information presented in the document. The comment is acknowledged and will be forwarded to the decisionmakers for review and consideration.

Response 7-12

This comment provides suggestions of alternative sites for development of the Project. While such sites may be suitable for similar development, it is beyond the scope and purview of this Initial Study/MND to analyze alternative sites for the Project. Furthermore, the project applicant and property owner of the One Santa Fe property are not affiliated with and do not own or have development rights to the suggested alternative site(s). This comment is acknowledged and will be forwarded to the City's decisionmakers for review and consideration.

Response 7-13

The Project does not propose "four stories of underground tunneling into [the] riverbed." Nonetheless, please refer to Responses 1-6 and 5-3 for a discussion of potential geotechnical hazards. As discussed in Attachment B, Explanation of Checklist Determinations, Section VI, Geology and Soils, in the Initial Study/MND, all potential geotechnical hazards would be reduced to a less than significant level with implementation of the prescribed mitigation measures. As such, the site is suitable from a geotechnical standpoint to accommodate the Project.

Response 7-14

This comment raises concerns regarding, dust, noise, business loss, quality of life and parking. Air quality, noise, aesthetics and parking are environmental issues analyzed within the Initial Study/MND. Please refer to Attachment B, Explanation of Checklist Determinations, Section III, Air Quality, in the Initial Study/MND, which analyzes air quality impacts. As discussed in

Section II and summarized in Response 1-9, construction and operational air quality impacts would be less than significant with implementation of the prescribed mitigation measures. In addition, please refer to Response 5-9 for a discussion of how dust leaving the project site during construction would be minimized to the maximum extent feasible.

Please refer to Attachment B, Explanation of Checklist Determinations, Section XI, Noise, in the Initial Study/MND, which analyzes noise impacts. As discussed in Section XI and summarized in Response 1-9, construction and operational noise impacts would be less than significant with implementation of the prescribed mitigation measures.

The issue of aesthetics is analyzed in Attachment B, Explanation of Checklist Determinations, Section I, Aesthetics, in the Initial Study/MND. As discussed therein, the Project would result in less than significant aesthetic impacts.

Parking impacts associated with the Project are analyzed in Attachment B, Explanation of Checklist Determinations, Section XV, Transportation/Circulation, in the Initial Study/MND. As discussed under Response XV(f), since the Project would include the demolition of a portion of the existing MTA parking lot consisting of 120 spaces, 120 spaces would be developed as part of the Project to be used by the MTA. Overall, the Project would require approximately 752 parking spaces, including the 120 MTA spaces, based on the City's Planning and Zoning Code. Pending the final Project design, no less than the required approximately 752 parking spaces would be developed as part the Project. As such, the Project would meet or exceed the parking requirements set forth by the City.

#### Response 7-15

This comment is a summary of the previous concerns raised by the commentor and includes general opinions of the commentor and does not introduce new environmental information specific to the MND or directly challenge information presented in the document. The comment is acknowledged and will be forwarded to the decisionmakers for review and consideration.

#### Response 7-16

This comment raises concerns as to why an MND and not an EIR was not prepared for the Project. This comment also expresses that additional community review time and input should be provided prior to approval of the Project. Please refer to Responses 1-1 and 1-2 for a discussion of the applicability of an MND for the Project and public review process, respectively. In addition, please refer to Response 6-2 for further discussion of the public review process and upcoming opportunities for public comment. The general opinions stated by the commentor regarding objection to the Project are acknowledged and will be forwarded to the decisionmakers for review and consideration.



100000400414

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